



COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
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GAIL FARBER, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

June 12, 2012

The Honorable Board of Supervisors
County of Los Angeles
383 Kenneth Hahn Hall of Administration
500 West Temple Street
Los Angeles, California 90012

Dear Supervisors:

ADOPTED

BOARD OF SUPERVISORS
COUNTY OF LOS ANGELES

44 June 12, 2012

Sachi A. Hamai
SACHI A. HAMAI
EXECUTIVE OFFICER

**LITTLE TUJUNGA CANYON ROAD OVER PACOIMA CREEK BRIDGE
REPLACEMENT PROJECT
ADOPT MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING AND
REPORTING PROGRAM AND APPROVE THE PROJECT
(SUPERVISORIAL DISTRICT 5)
(3 VOTES)**

SUBJECT

This action will adopt the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program for the Little Tujunga Canyon Road Over Pacoima Creek Bridge Replacement project, approve the project, and authorize the Department of Public Works to proceed with the preconstruction phase of the project.

IT IS RECOMMENDED THAT YOUR BOARD:

1. Consider the Mitigated Negative Declaration for the Little Tujunga Canyon Road Over Pacoima Creek Bridge Replacement project, together with any comments received during the public review period; find, on the basis of the whole record before your Board, that there is no substantial evidence the project will have a significant effect on the environment; find that the Mitigated Negative Declaration reflects the independent judgment and analysis of your Board; adopt the Mitigated Negative Declaration; and adopt the Mitigation Monitoring and Reporting Program for the project finding the program is adequately designed to ensure compliance with the mitigation measures.
2. Approve the project and authorize the Department of Public Works to proceed with the preconstruction phase of the project, including design plans, right-of-way acquisition, and obtaining all necessary permits.

PURPOSE/JUSTIFICATION OF RECOMMENDED ACTION

The purpose of the project is to replace the Little Tujunga Canyon Road Over Pacoima Creek Bridge with an efficient structure designed to meet current bridge standards and the needs of the community. The proposed project will replace a narrow 80 year old, 28-foot-wide A-frame wooden bridge with a standard width, 32-foot-wide concrete structure with metal tube handrail and guardrail. Approval of the recommended actions will adopt the enclosed Mitigated Negative Declaration (MND) and fulfill the requirements of the California Environmental Quality Act (CEQA) for the project.

Implementation of Strategic Plan Goals

The Countywide Strategic Plan directs the provision of Integrated Services Delivery (Goal 3). This action will facilitate construction of a new bridge to current design standards to preserve the structural integrity and maintain the effectiveness of the existing road system.

FISCAL IMPACT/FINANCING

There will be no impact to the County General Fund.

The total project cost is estimated to be \$1,694,000. This project will be administered under the Federal Highway Bridge Replacement and Rehabilitation (HBRR) Program covered by Agreement 76078 with the State of California. Under this program, Federal-aid grant funds will be used to finance a portion of the project cost. This project is included in the Fifth Supervisorial District's Road Construction Program in the Fiscal Year 2011-12 and Recommended Fiscal Year 2012-13 Road Fund Budgets.

FACTS AND PROVISIONS/LEGAL REQUIREMENTS

An environmental impact analysis/documentation is a CEQA requirement that is to be used in evaluating the environmental effects of this project and should be considered in the approval of this project. As the project administrator, we are also the lead agency in terms of meeting the requirements of CEQA. The Initial Study of Environmental Factors indicated that the proposed project would not have a significant effect on the environment with the incorporation of mitigation measures. Therefore, in accordance with the Environmental Document Reporting Procedures and Guidelines adopted by your Board on November 17, 1987, an MND was prepared and circulated for public review.

ENVIRONMENTAL DOCUMENTATION

An Initial Study was prepared for this project in compliance with CEQA. The Initial Study identified three potential significant effects on the project: biological resources, cultural resources, and noise. Prior to the release of the proposed MND and Initial Study for public review, revisions in the project were made or agreed to which would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, as follows:

Biological Resources: Preconstruction bat surveys and mitigation measures shall be employed (if necessary) to reduce impacts to potential roosting bats. In addition, preconstruction biological surveys shall be conducted to mitigate impacts to nesting birds protected by the Migratory Bird Treaty Act.

Cultural Resources: Archaeological and Native American monitors will be on-site during excavation activities as required to protect cultural resources that may be present in the project area.

Noise: The special provisions for the construction documents will require the on-site construction equipment be equipped with state-of-the-art noise-muffling devices to mitigate potential noise impacts.

Public notice was published in the Los Angeles Daily News on December 5, 2011, pursuant to Public Resources Code Section 21092 and posted at the Registrar-Recorder/County Clerk pursuant to Section 21092.3. Copies of the draft MND for public review were provided to the Newhall, San Fernando, Lake View Terrace, and Canyon Country Libraries and were available at the Department of Public Works (Public Works). Notices regarding the availability of the draft MND were also mailed to residents within the vicinity of the project. There were no organizations or individuals who previously requested notices. Comments were received from the County Sheriff's Department and the Native American Heritage Society. Responses to those comments are included in the final MND.

The location of the documents and other materials constituting the record of the proceedings upon which your Board's decision is based in this matter is Public Works, Programs Development Division, 900 South Fremont Avenue, 11th Floor, Alhambra, CA 91803. The custodian of such documents and materials is Mr. Edward Dingman. The project is not exempt from payment of a fee to the California Department of Fish and Game pursuant to Section 711.4 of the Fish and Game Code to defray the costs of fish and wildlife protection and management incurred by the California Department of Fish and Game. Upon your Board's adoption of the MND, Public Works will file a Notice of Determination in accordance with Section 21152(a) of the California Public Resources Code and pay the required filing and processing fees with the Registrar-Recorder/County Clerk in the amount of \$2,176.50.

IMPACT ON CURRENT SERVICES (OR PROJECTS)

The project will not have an impact on current services or projects.

CONCLUSION

Please return one adopted copy of this letter to the Department of Public Works, Programs Development Division.

Respectfully submitted,

A handwritten signature in cursive script that reads "Gail Farber".

GAIL FARBER

Director

GF:JTW:yr

Enclosures

c: Chief Executive Office (Rita Robinson)
County Counsel
Executive Office

LITTLE TUJUNGA CANYON ROAD OVER PACOIMA CREEK
BRIDGE REPLACEMENT PROJECT

FINAL INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

PREPARED FOR:

COUNTY OF LOS ANGELES DEPARTMENT OF PUBLIC WORKS
900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91802

PREPARED BY:

SAPPHOS ENVIRONMENTAL, INC.
430 NORTH HALSTEAD STREET
PASADENA, CALIFORNIA 91107

MARCH 19, 2012
(2ND SCREEN CHECK)

TABLE OF CONTENTS

SECTIONS	PAGE
1.0 PROJECT DESCRIPTION	1-1
1.1 Project Title	1-1
1.2 Lead Agency and Project Sponsor	1-1
1.3 Primary Contact Person	1-1
1.4 Location	1-1
1.5 General Plan Land Use Designations	1-1
1.6 Project Goals and Objectives	1-2
1.7 Existing Conditions	1-3
1.8 Proposed Project	1-3
1.9 Construction Scenario	1-4
1.10 Project Features	1-7
1.11 Operation and Maintenance	1-8
1.12 Related Projects	1-9
1.13 Required Approvals	1-9
2.0 ENVIRONMENTAL CHECKLIST	2-1
3.0 ENVIRONMENTAL ANALYSIS	3-1
3.1 Aesthetics	3.1-1
3.2 Agriculture and Forest Resources	3.2-1
3.3 Air Quality	3.3-1
3.4 Biological Resources	3.4-1
3.5 Cultural Resources	3.5-1
3.6 Geology and Soils	3.6-1
3.7 Greenhouse Gas Emissions	3.7-1
3.8 Hazards and Hazardous Materials	3.8-1
3.9 Hydrology and Water Quality	3.9-1
3.10 Land Use and Planning	3.10-1
3.11 Mineral Resources	3.11-1
3.12 Noise	3.12-1
3.13 Population and Housing	3.13-1
3.14 Public Services	3.14-1
3.15 Recreation	3.15-1
3.16 Transportation/Traffic	3.16-1
3.17 Utilities and Service Systems	3.17-1
3.18 Mandatory Findings of Significance	3.18-1
4.0 MITIGATION MEASURES	4-1
5.0 REFERENCES	5-1
6.0 REPORT PREPARATION PERSONNEL	6-1
6.1 County of Los Angeles Department of Public Works	6-1
6.2 Sapphos Environmental, Inc.	6-1

TABLES**PAGE**

1.13-1	Required Approvals/Regulations	1-9
3.1-1	State and County Officially Designated Scenic Highways	3.1-2
3.3-1	Estimated Daily Construction Emissions.....	3.3-3
3.4-1	Listed Wildlife and Plant Species with the Potential to Occur in the Region of the Proposed Project Site	3.4-2
3.4-2	Sensitive Wildlife Species with the Potential to Occur in the Region of the Proposed Project Site	3.4-4
3.4-3	Locally Important Plant Species with the Potential to Occur in the Region of the Proposed Project Site.....	3.4-6
3.7-1	CAPCOA-Suggested Thresholds for Greenhouse Gases.....	3.7-2
3.7-2	Estimated Daily Construction Emissions.....	3.7-3
3.12-1	Maximum Noise Levels of Common Construction Machines	3.12-2
3.12-2	Outdoor Construction Noise Levels	3.12-2
3.12-3	Construction Noise Levels	3.12-3

FIGURES**FOLLOWS PAGE**

1.4-1	Regional Vicinity Map	1-1
1.4-2	Local Vicinity Map	1-1
1.4-3	Topographic Map with 7.5-minute Quadrangle Index.....	1-1
1.4-4	Aerial Imagery	1-1
1.5-1	Zoning Designations.....	1-2
1.7.1a-d	Site Photographs.....	1-3
1.8-1	Conceptual Site Plan.....	1-3
1.8-2	Bridge Cross Section.....	1-3

APPENDICES

A	URBEMIS Output
B	Cultural Resources Coordination
C	Response to Comments

SECTION 1.0

PROJECT DESCRIPTION

1.1 PROJECT TITLE

Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project

1.2 LEAD AGENCY AND PROJECT SPONSOR

County of Los Angeles Department of Public Works
900 South Fremont Avenue, 11th Floor
Alhambra, California 91803-1331

1.3 PRIMARY CONTACT PERSON

Ms. Janea Russell
County of Los Angeles Department of Public Works, Programs Development Division
900 South Fremont Avenue, 11th Floor
Alhambra, California 91803-1331
Telephone: (626) 458-3937

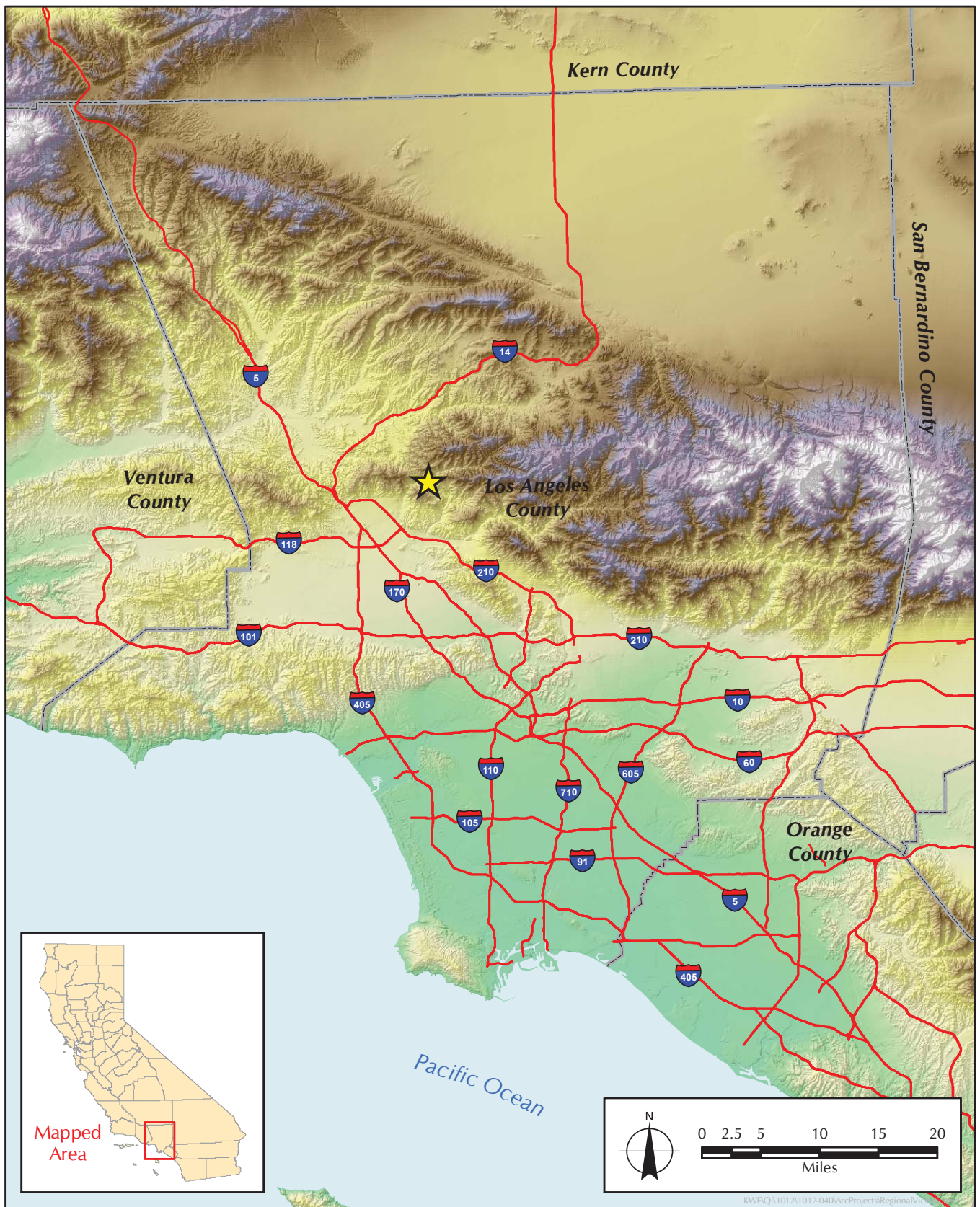
1.4 LOCATION

The Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) is located on Little Tujunga Canyon Road in the unincorporated territory of the County of Los Angeles (County), California (Figure 1.4-1, *Regional Vicinity Map*). The proposed project site is located approximately 9 miles north of State Route 210 (Foothill Freeway) from the Osborne Street exit (Figure 1.4-2, *Local Vicinity Map*). The County maintains the existing bridge. The proposed project site is located within the U.S. Geological Survey (USGS) 7.5-minute Sunland, California, topographic quadrangle, in Township 3 North, Range 14 West, Section 17 (Figure 1.4-3, *Topographic Map with 7.5-minute Quadrangle Index*).¹ The proposed project site is located on County unincorporated land surrounded by the Angeles National Forest in an area that consists primarily of open space interspersed with single-family residences (Figure 1.4-4, *Aerial Imagery*). Little Tujunga Canyon Road is used primarily to provide access to residential and recreational land uses and as a secondary commute road between the Sunland-Tujunga community in the City of Los Angeles to the south and the City of Santa Clarita to the north (Figure 1.4-2).


1.5 GENERAL PLAN LAND USE DESIGNATIONS

Little Tujunga Canyon Road is classified as a minor collector road with two traffic lanes, one traveling in each direction. Land use at the proposed project site is administered pursuant to the County of Los Angeles General Plan. The area surrounding the proposed project site is designated primarily for watershed (Angeles National Forest), agricultural, and residential land uses.

¹ U.S. Geological Survey. 1995. *7.5-Minute Series, Sunland, California, Topographic Quadrangle*. Reston, VA.







Project Location

FIGURE 1.4-1

Regional Vicinity Map

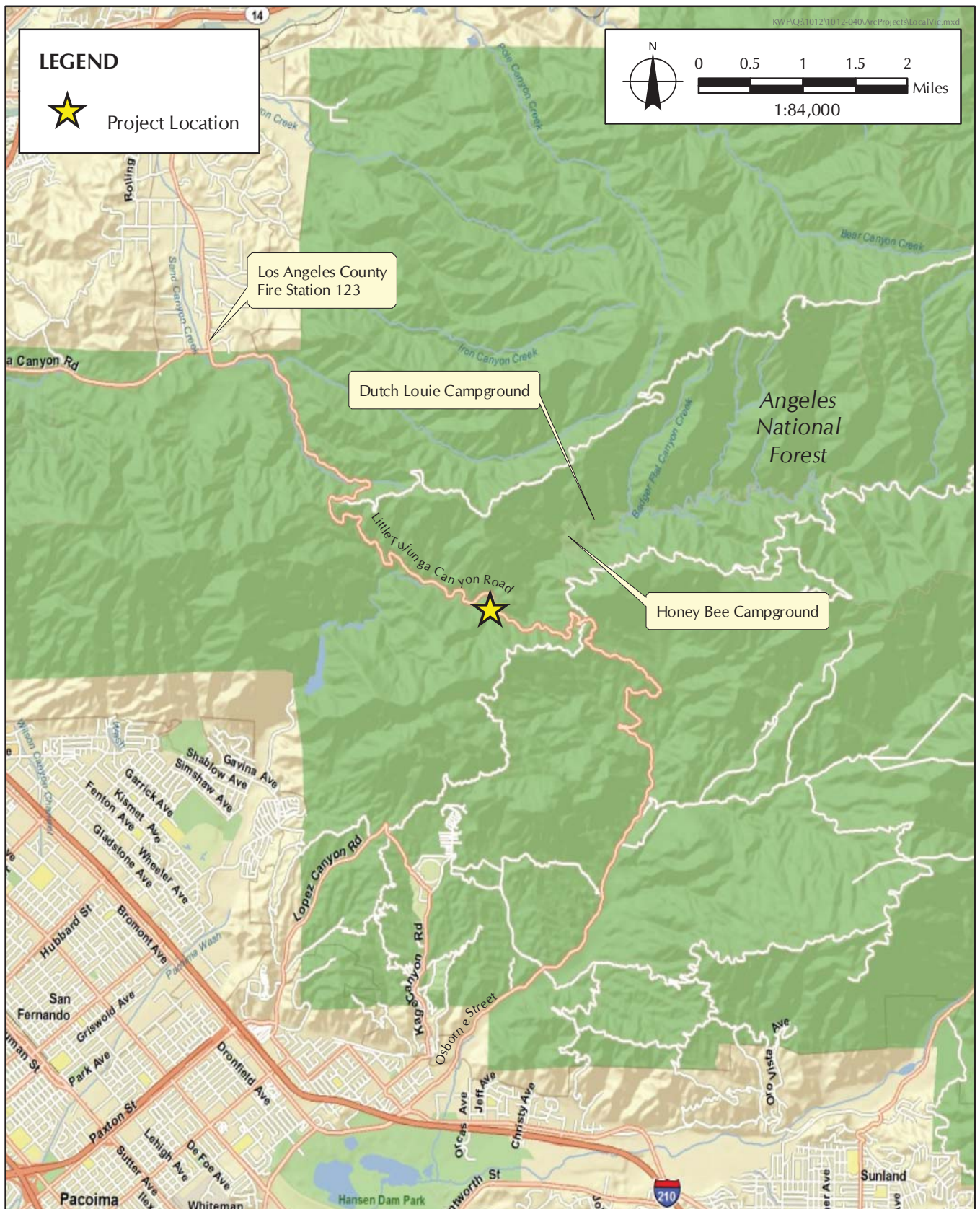


FIGURE 1.4-2
Local Vicinity Map

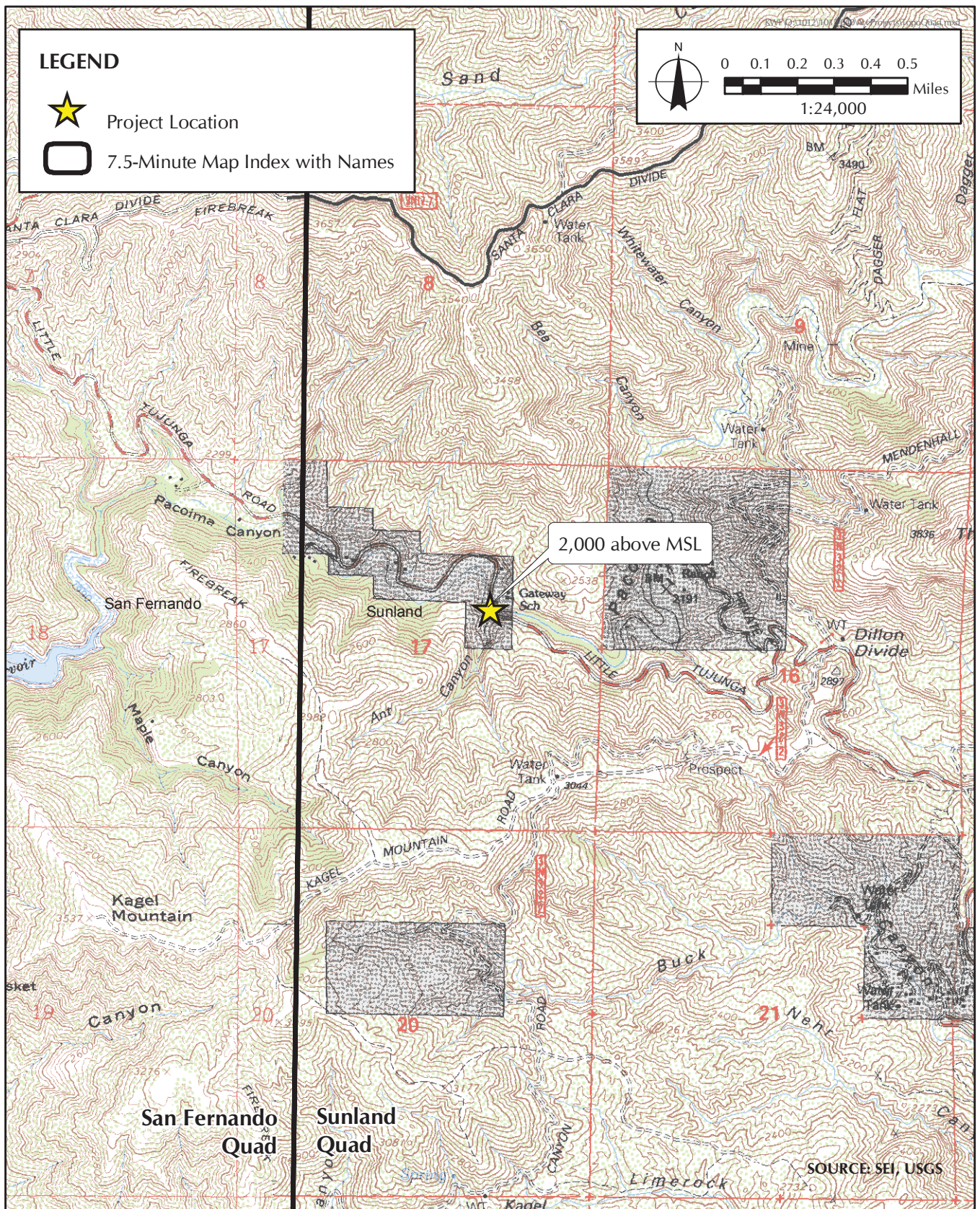


FIGURE 1.4-3

Topographic Map with 7.5-minute Quadrangle Index

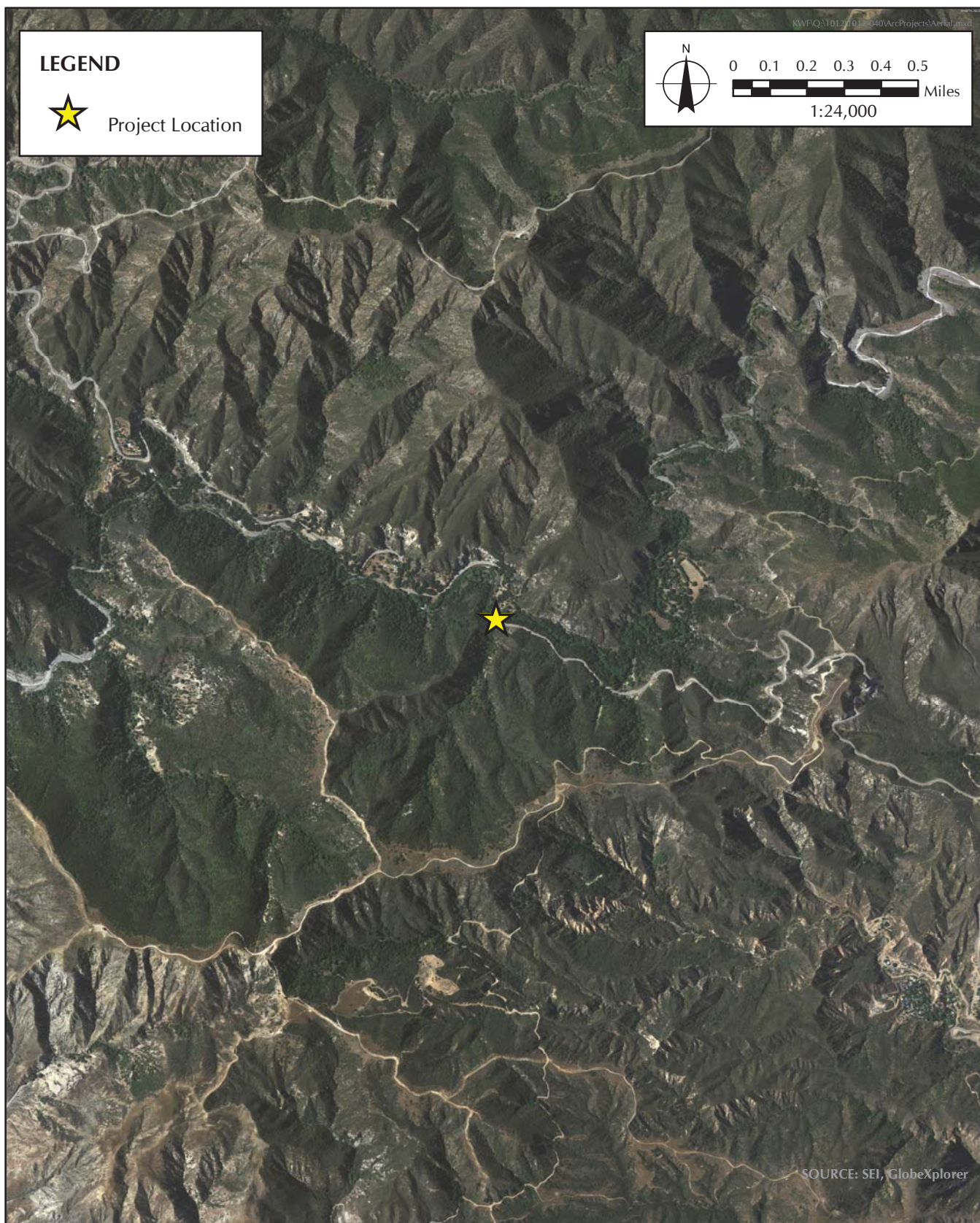


FIGURE 1.4-4
Aerial Imagery

The zoning designation around the proposed project site includes Zone W² to the northeast and southeast, and A-2³ to the northwest and west of the bridge. Further north (northwest) on Little Tujunga Canyon Road, land uses include dispersed residences (consistent with the R-2 zoning) (Figure 1.5-1, *Zoning Designations*).⁴ A-2 is designated as heavy agriculture, which has a minimum required area of 1 to 10 acres depending on the type of structures, uses, and/or numbers and types of animals.⁵ This designation also limits building height to 35 feet for residential structures.⁶ Zone W, classified as watershed, is a County special purpose zone. Zone W uses are owned and maintained by the U.S. Forest Service (USFS) and recreational uses in this zone must be approved by the USFS.⁷ An R-2 classification allows for two-family residences with a minimum required area of 5,000 square feet. As stated above, the proposed project site is surrounded by the Angeles National Forest, which is designated as Zone W. While lands that surround the proposed project site allow for agricultural uses, the topography of the hills and slopes do not facilitate such uses. The proposed project site is primarily rural and is surrounded by large areas of open space.

1.6 PROJECT GOALS AND OBJECTIVES

The existing bridge structure, Little Tujunga Canyon Road over Pacoima Creek, is approximately 80 years old and has exceeded the typical service life of 75 years for bridge structures.⁸ The bridge no longer meets many of the functional requirements of current design specifications for bridges. The goal of the proposed project is to provide a new bridge that is improved and fully functional to meet the needs of the community and that meets the following objectives:

- Satisfies a vital need to replace an aging bridge of out-of-date design that is costly to maintain
- Provides a new bridge that is fire resistant and provides better emergency access
- Ensures safety of the bridge for the lifespan of the new bridge
- Reduces expenses for repairs to the existing bridge
- Improves bridge design to provide a wider expanse, allowing slightly greater stream flow than under the existing condition

² County of Los Angeles, Department of Regional Planning. Accessed on: 21 September 2010. "Zoning Ordinance Summary." Web site. Available at: http://planning.lacounty.gov/luz/summary/category/special_purpose_zones/

³ County of Los Angeles, Department of Regional Planning. Accessed on: 21 September 2010. "Zoning Ordinance Summary." Web site. Available at: http://planning.lacounty.gov/luz/summary/category/agricultural_zones/

⁴ County of Los Angeles, Department of Regional Planning. Accessed on: 21 September 2010. "GIS-NET." Web site. Available at: <http://planning.lacounty.gov/gisnet>

⁵ County of Los Angeles, Department of Regional Planning. Accessed on: 21 September 2010. "Zoning Ordinance Summary." Web site. Available at: http://planning.lacounty.gov/luz/summary/category/agricultural_zones/

⁶ County of Los Angeles, Department of Regional Planning. Accessed on: 21 September 2010. "Zoning Ordinance Summary." Web site. Available at: http://planning.lacounty.gov/luz/summary/category/agricultural_zones/

⁷ County of Los Angeles, Department of Regional Planning. Accessed on: 21 September 2010. "Zoning Ordinance Summary." Web site. Available at: http://planning.lacounty.gov/luz/summary/category/special_purpose_zones/

⁸ County of Los Angeles Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632.*

1.7 EXISTING CONDITIONS

Constructed in 1931, the existing bridge consists of a timber A-frame bridge with timber piles.⁹ The existing bridge is a single-span, timber pony A-frame truss that is 53 feet long and 26 feet wide (widened in 1954). It has a timber deck paved with asphalt that is supported by timber pile bent abutments with timber sheathing for backing, and steel floor beams and stringers (Figure 1.7-1a through Figure 1.7-1d, *Site Photographs*).¹⁰ The bridge was built on artificial fill used as part of initial road grading at the site. The site elevation is approximately 2,000 feet above mean sea level (msl) (Figure 1.4-3).

In 1954, the existing bridge superstructure was widened from a clear-travel width of 20 feet to 26 feet. The superstructure was also realigned, raised, and super elevated. The roadway approaches on both ends of the bridge were graded with artificial fill to meet the elevations of the higher bridge deck. The existing bridge barrier rails are metal beam guardrail on timber rails. Within Pacoima Creek, additional timber piles were added to the abutments and wing walls to accommodate the widened superstructure.¹¹

A couple of residences are located near the proposed project site along Little Tujunga Canyon Road. One driveway of an adjacent residence is located on the northeast side of the bridge. As noted above, lands that surround the proposed project site include those designated as agricultural and watershed land. Watershed lands are under the jurisdiction of the USFS, Angeles National Forest. However, the proposed project site is located within the unincorporated territory of the County outside of USFS jurisdiction.^{12,13}

1.8 PROPOSED PROJECT

The existing A-frame bridge is constructed from timber piles and would be replaced with a new single-span, precast, pre-stressed concrete girder bridge structure that would have a width of 32 feet and span of 65 feet (Figure 1.8-1, *Conceptual Site Plan*, and Figure 1.8-2, *Bridge Cross Section*). The proposed new bridge would also have wing walls at all corners of the bridge. It is anticipated that approximately 100 feet of roadway reconstruction in both directions of the proposed new bridge would be required. The proposed project would also include installation of California Department of Transportation (Caltrans) Type 25 concrete barriers with tubular handrails on both sides of the proposed new bridge, and metal beam guardrails at the approach corners. The proposed project would involve widening the existing lanes to meet current design standards.

⁹ JRP Historical Consulting (Amanda Blosser and Eric Johnson). 25 March 2003. Primary Form Department of Parks and Recreation 523A.

¹⁰ JRP Historical Consulting (Amanda Blosser and Eric Johnson). 25 March 2003. Primary Form Department of Parks and Recreation 523A.

¹¹ County of Los Angeles, Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632*.

¹² Russell, Janea, County of Los Angeles, Department of Public Works, Los Angeles, CA. 26 August 2010. E-mail to Christa Hudson, Sapphos Environmental, Inc., Pasadena, CA.

¹³ The County of Los Angeles Department of Public Works reviewed the *Angeles National Forest Atlas, 2009, Second Edition*, and received confirmation from the Los Angeles River Ranger District that the proposed project site is not within the jurisdiction of the U.S. Forest Service.

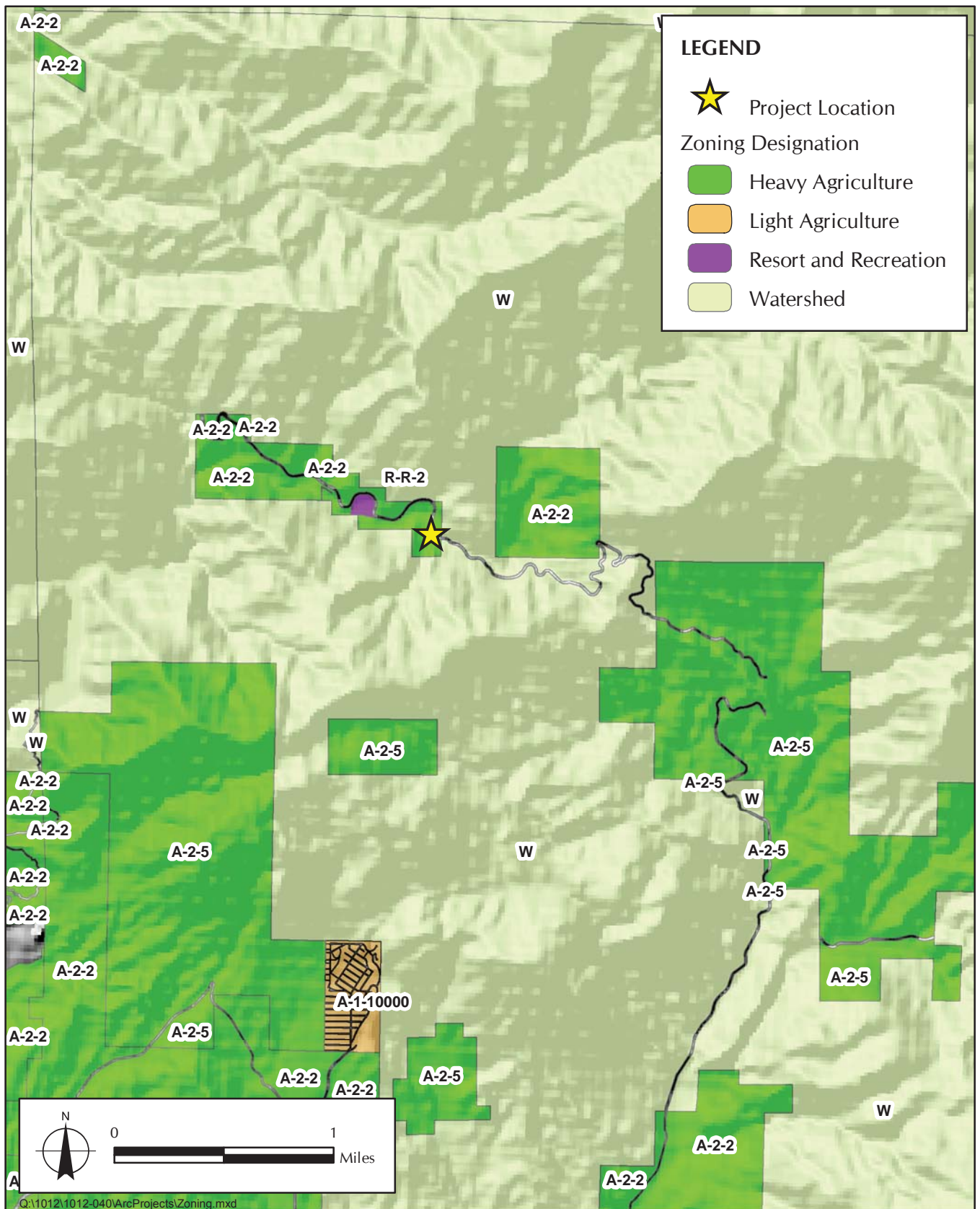


FIGURE 1.5-1
Zoning Designations



PHOTO 1
Looking West



PHOTO 2
Looking Northwest



FIGURE 1.7-1a
Site Photographs



PHOTO 3
Looking West of Pacoima Creek



PHOTO 4
Looking East of Pacoima Creek



FIGURE 1.7-1b
Site Photographs



PHOTO 5
Looking Northwest



PHOTO 6
Looking Northeast



FIGURE 1.7-1c
Site Photographs



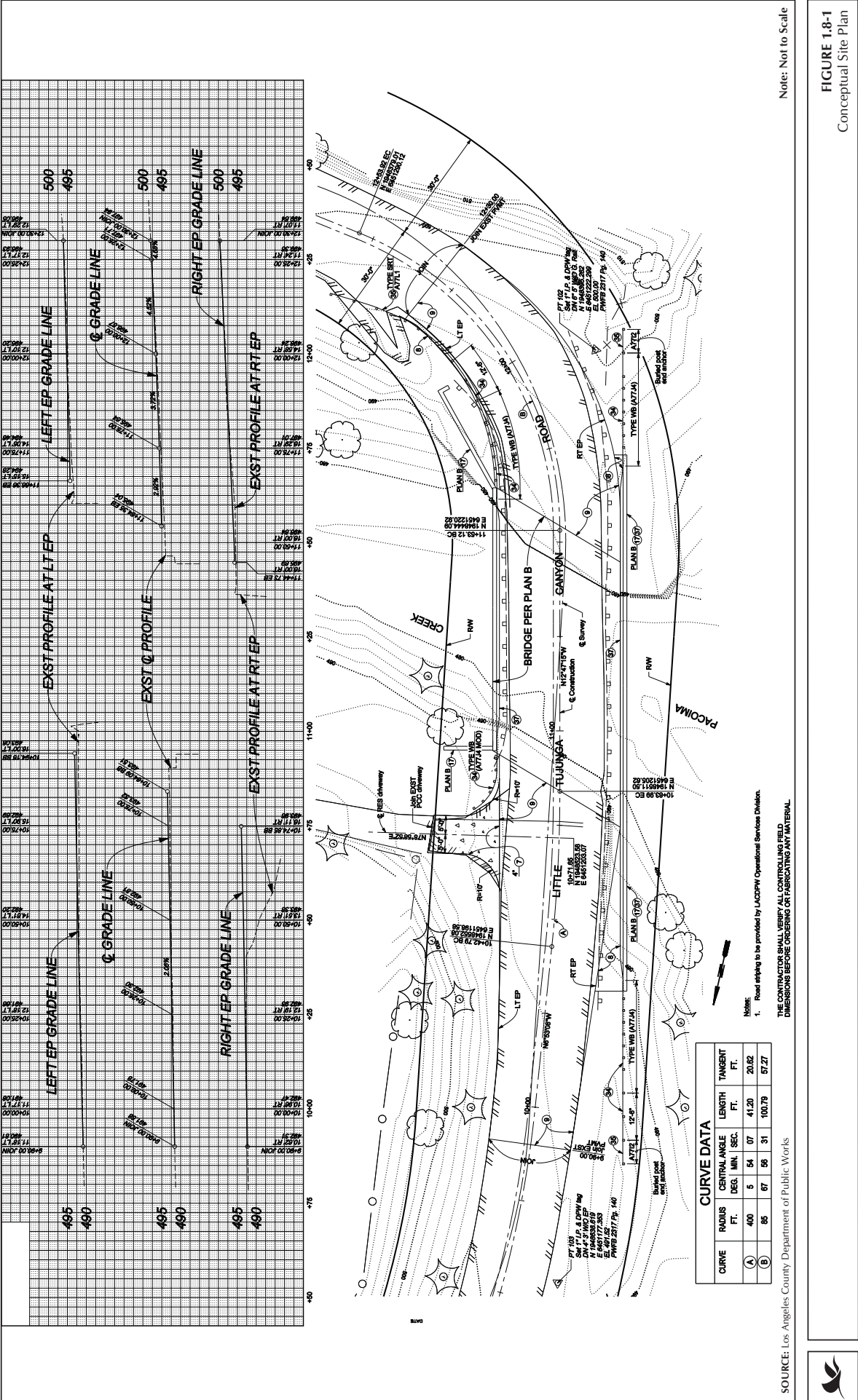
PHOTO 7
Looking Southeast



PHOTO 8
Looking Southwest



FIGURE 1.7-1d
Site Photographs

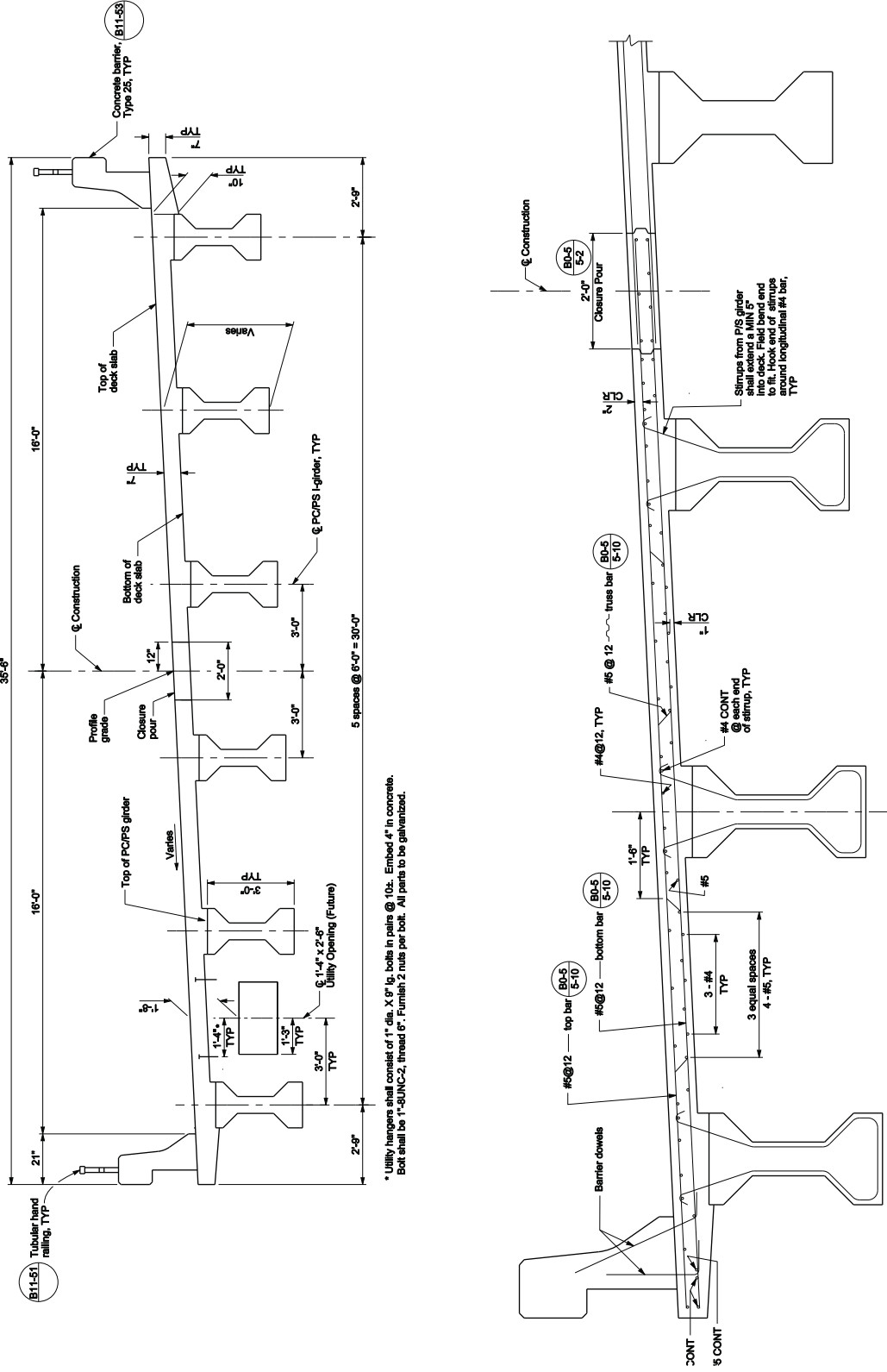


Note: Not to Scale

FIGURE 1.8-1
Conceptual Site Plan

SOURCE: Los Angeles County Department of Public Works





The proposed new bridge foundation would be composed of pile footing utilizing cast in steel shell.^{14,15} Pre-stressed concrete I-girders with a cast-in-place concrete deck would be installed for the bridge superstructure. The use of the I-girders would allow the bridge to be staged during construction to maintain one lane open to traffic. The concrete I-girders are precast off-site and would be delivered to the proposed project site upon completion of the abutments. The proposed concrete superstructure would be approximately 44 inches deep, with a span of approximately 65 feet to maintain and slightly improve the hydraulic capacity of the Pacoima Creek as it flows under the bridge. The proposed project would slightly change the existing topography of the creek sides given the proposed wing walls. After construction, the creek would be restored and cobblestones would be placed in the creek and along the banks to protect against scour.

1.9 CONSTRUCTION SCENARIO

Site preparation and construction of the proposed project are anticipated to begin in 2012 and would be completed within approximately 8 to 9 months. Daily construction activities would be subject to County noise regulations. All construction-related activities would be scheduled in compliance with the County Noise Ordinance, which prohibits construction activities and operation of construction equipment between the hours of 7:00 p.m. and 7:00 a.m., Monday through Friday, or at any time on Sunday or holidays.¹⁶

Construction activities would include demolition, excavation, mass site grading, fine site grading, trenching, structure construction and retrofitting, asphalt pavement, and architectural coatings. Additional construction activities would include delivery and hauling of construction materials and equipment, operation of construction equipment, and worker commute trips. There are no existing overhead power or telephone lines at the proposed project site. A preliminary utility search has shown that there are no utilities within the limits of the proposed project site; therefore, existing infrastructure would not inhibit construction of the proposed project.¹⁷

Site preparation and construction of the proposed project would be in accordance with all federal, state, and County building requirements and codes. Employees would report to a designated construction staging area, which would be located along the roadside [in the existing right-of-way (ROW)], at the beginning of each workday. Little Tujunga Canyon Road is classified as a minor collector road with two traffic lanes, one lane in each direction. The average width of the road at the proposed project site is 22 feet, which widens at the bridge to a clear-travel width of 26 feet. The road is located in a rural setting consisting of forested spaces with scattered residences; the topography is mountainous with steep slopes.¹⁸ The bridge crosses over Pacoima Creek, a natural watercourse that flows from east to west. During construction, one lane of Little Tujunga Creek Road would be closed for approximately 500 feet to the north and south of the bridge. Construction staging would also occur within this area, where there is ample road room.

¹⁴ County of Los Angeles, Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632.*

¹⁵ Russell, Janea, County of Los Angeles Department of Public Works. 1 February 2011. E-mail to Ms. Christa Hudson, Sapphos Environmental, Inc., Pasadena, CA.

¹⁶ County of Los Angeles. 1978. *Noise Control Ordinance of the County of Los Angeles*. Ordinance 11778, Section 2 (Article 1, Section 101); Ordinance 11773, Section 2 (Article 1, Section 101). Chapter 12.08. Available at: <http://ordlink.com/codes/lacounty/index.htm>

¹⁷ County of Los Angeles, Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632.*

¹⁸ County of Los Angeles, Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632.*

The contractor for the proposed project would be required to implement the best management practices (BMPs) of the County of Los Angeles Department of Public Works Construction Site Best Management Practices Manual to reduce or eliminate discharges to Pacoima Creek, which would include diverting water flow during bridge construction.¹⁹ Should the construction period continue into the rainy season, supplemental erosion measures would need to be implemented, and may include, but would not be limited to, the following:

- Geotextiles and mats
- Earth dikes
- Temporary drains and gullies
- Silt fence
- Sandbag barrier
- Brush or rock filter
- Sediment trap

Wherever possible, grading activities would be undertaken outside the normal rainy season (that is, October 15 to April 15 for most of Southern California), thus minimizing the potential for increased surface runoff and the associated potential for soil erosion. BMPs to control surface runoff and soil erosion would be required for construction taking place during rainy periods.

The finished surface of the bridge deck would be a maximum of 10 inches higher than the existing bridge deck to improve the existing grade of the road as well as provide additional clearance underneath the new bridge structure for flow capacity. The clear-travel width at the bridge would be 32 feet, allowing for one lane in each direction. The bridge approach width would vary from the existing 22-foot roadway to the new bridge width of 32 feet. Approximately 95 feet of roadway reconstruction would occur at the north approach of the bridge and 75 feet at the south approach. Metal beam guardrails would be installed at all corners of the bridge.

The proposed project would be implemented in two construction phases, thus limiting the amount and type of equipment needed at any given time. To the extent feasible, employee vehicles, construction vehicles and equipment, and storage and materials used throughout the proposed project area would be located in the staging area along the ROW and/or in turn-out areas, to minimize impacts to the site and local traffic.

It is anticipated that graded ramps will be required during the construction of the proposed bridge. The ramps would be used to provide access to the creek bed for bridge removal activities. Temporary bridge supports would be required to shore the remaining half of the existing bridge. The temporary bridge supports would consist of timber or steel columns on a footing placed in the creek bed. A cofferdam/debris barrier consisting of k-rail and sandbags would be placed in the creek bed around the temporary bridge support to divert any flow and debris. Shoring would be required to support open-cut excavation for construction of the new bridge footings and wing walls. At the north end of the bridge, the shoring would be placed closer to the existing abutment so that construction activities would not block access to the existing driveway located immediately north of the bridge.²⁰ Approximately 3,530 square feet of vegetation would be cleared for

¹⁹ County of Los Angeles Department of Public Works. August 2010. *Construction Site Best Management Practices Manual*. Los Angeles, CA.

²⁰ County of Los Angeles Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632*.

construction activities.²¹ The vegetation would be removed during grading (needed to construct the abutments and wing walls) at each corner of the bridge. The proposed project would require the removal of three trees.

The total length of improvements, including the bridge and approach work, would be 240 feet. All permanent improvements would be located within existing road ROW; however, temporary easements would be required during construction. The total impacted area would be approximately 17,600 square feet, approximately 4,300 square feet of which would be temporarily impacted outside the ROW. Within the impact area, approximately 4,900 square feet are existing asphalt road surface; approximately 1,300 square feet are graded shoulder; approximately 5,600 square feet are natural creek bed; and approximately 5,800 square feet are vegetated slopes.²² There would be some additional impact areas outside of the proposed project boundary due to the traffic control measures for the lane detour and the construction staging areas. However, these impact areas would be limited to the existing asphalt surface of the roadway.

Construction activities—including construction of each side of the bridge—would be expected to take approximately 8 to 9 months to complete. The County would be required to implement a traffic control plan for construction activities. The types of equipment and vehicles that would be used during construction of the proposed project are based on the conservative assumption that all construction elements of the proposed project would occur concurrently within the two construction stages. The proposed project would require approximately 1,750 cubic yards of excavation; approximately 1,150 cubic yards would be used as fill material for abutments and wing walls.²³ The remaining 600 cubic yards would be exported.

The plans and specifications for the proposed project would include operations and maintenance requirements to reduce impacts related to construction equipment. The anticipated construction equipment necessary for the proposed project includes the following:

- Air compressors
- Back hoe
- Power generators
- Water pump
- Fork lift
- Skip loader
- Trash container
- 40T crane
- Trailer for contractor and inspector
- Pickup trucks
- Flat-bed truck²⁴
- Water tanker

²¹ County of Los Angeles Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632.*

²² County of Los Angeles Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632.*

²³ County of Los Angeles Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632.*

²⁴ Russell, Janea, County of Los Angeles Department of Public Works. 1 February 2011. E-mail to Ms. Christa Hudson, Sapphos Environmental, Inc., Pasadena, CA.

Additional equipment that may be used as needed would include, but would not be limited to, the following:

- Drilling rig
- Transit concrete mixers,
- Concrete pump, 80- to 100-ton crane
- Welding and cutting equipment
- 5-ton roller
- paving machine
- 2-ton roller
- Bidwell machine for deck finishing²⁵

Construction equipment would be turned off when not in use, to reduce idling times and minimize unnecessary air pollutant emissions during construction. The construction contractor would ensure proper maintenance of all construction and grading equipment. All vehicles and compressors would use exhaust mufflers, back-up alarms, and engine enclosure covers (as designed by the manufacturer) at all times.

1.10 PROJECT FEATURES

The following project features, BMPs, and performance standards have been included as part of the proposed project to ensure that potential project impacts remain minimal and less than significant.

Air Quality

The plans and specifications of the proposed project include the requirement for the construction contractor to comply with the County of Los Angeles Department of Public Works BMP Checklist.

Specifically with regard to air quality, the plans and specifications for the proposed project will include the requirement for the construction contractor to comply with WE-1 "Wind Erosion Control", WM-3 "Stockpile Management", and TC-1 "Stabilized Construction Entrance/Exit" in the latest edition of the County of Los Angeles Department of Public Works Construction Site Best Management Practices Manual.

In addition, the construction contractors would be required to comply with Section 23114 of the California Motor Vehicle Code, which requires haul trucks to cover aggregate and sediment loads to prevent any of its contents or load other from dropping, sifting, leaking, blowing, spilling, or otherwise escaping from the vehicle.

Hazards and Hazardous Materials

A survey of lead-based paint and treated wood was conducted at the proposed project site.²⁶ The following project specifications regarding hazardous materials shall be incorporated:

²⁵ Russell, Janea, County of Los Angeles Department of Public Works. 1 February 2011. E-mail to Ms. Christa Hudson, Sapphos Environmental, Inc., Pasadena, CA.

²⁶ County of Los Angeles, Department of Public Works, Construction Division, Environmental Compliance (Nadine Doughman). 4 August 2010. *Lead-Based Paint and Treated Wood Survey: Little Tujunga Canyon Road over Pacoima Creek*.

- The treated wood waste (TWW) should be disposed of in accordance with the Alternative Management Standards described in California Code of Regulations, Title 22, Division 4.5, Chapter 34, and all other local, state, and federal requirements for the proper waste loading, transportation, and disposal of TWW materials.
- Renovation or demolition of architectural or structural components coated with lead-based paint or other lead-containing materials will require workers who are properly certified, trained, and employ proper work methods and protective equipment to minimize exposure to themselves and the surrounding environment.²⁷

Water Quality and Storm Water Runoff

- Storm water runoff would be minimal given the size of the proposed project. The proposed project would be constructed in accordance with standard County of Los Angeles BMPs that would not require or result in construction of new storm water drainage facilities or expansion of existing facilities.²⁸
- Sediments shall not be discharged to the storm drain system or receiving waters.
- Sediments generated on the project site shall be contained within the site using appropriate BMPs.
- No construction-related materials, waste, spills, or residue shall be discharged from the project site to streets, drainage facilities, receiving waters, or adjacent property by wind or runoff.
- Non-storm-water runoff from equipment, vehicle washing, or any other activity shall be contained within the project site using appropriate BMPs.
- Erosion from exposed topsoil slopes and channels shall be prevented.
- Grading during the wet season shall be minimized. All erosion susceptible slopes shall be covered, planted, or protected in any way that prevents sediment discharge from the project site.
- If the project is active during the rainy season (October 1 to April 15), the contractor shall prepare an accumulated precipitation procedure (APP) for review and approval by the engineer before any discharge from the project. The APP shall describe the location of proposed discharges, the BMPs to prevent pollution (e.g., NS-2), and the actual equipment to be used. The APP shall be prepared and submitted in accordance with BMP NS-2 of the County of Los Angeles Department of Public Works Construction Site Best Management Practices Manual and the Stormwater Pollution Prevention Plan Preparation Manual.

1.11 OPERATION AND MAINTENANCE

The County would continue to operate the bridge upon completion and would be responsible for all repairs and maintenance thereafter.

²⁷ County of Los Angeles, Department of Public Works, Construction Division, Environmental Compliance (Nadine Doughman). 4 August 2010. *Lead-Based Paint and Treated Wood Survey: Little Tujunga Canyon Road over Pacoima Creek*.

²⁸ County of Los Angeles Department of Public Works. 3 December 2009. *Geotechnical Investigation, Avenue J over Little Rock Creek—Bridge No. 963*.

1.12 RELATED PROJECTS

Related projects are projects located within the area surrounding the proposed project site that are currently in progress or proposed for the future that, when considered with the proposed project, could potentially result in cumulative environmental impacts. There are no anticipated County road-related projects within a radius of 1 mile around the proposed project site.

1.13 REQUIRED APPROVALS

Caltrans determined that the proposed project would require a Categorical Exclusion with Required Technical Studies (CE).²⁹ Sapphos Environmental, Inc. prepared a Natural Environment Study (NES) on behalf of the County of Los Angeles Department of Public Works in accordance with Caltrans guidelines. The NES and Jurisdictional Delineation were prepared in support of the CE required for the proposed project. The anticipated permits and licenses that would be required for development of the proposed project include, but are not limited to, those listed in Table 1.13-1, *Required Approvals/Regulations*. The table further specifies the agencies and programs responsible for issuing each approval.

**TABLE 1.13-1
REQUIRED APPROVALS/REGULATIONS**

Agency/Program	Permit/Approval/License
California Department of Fish and Game	Lake and Streambed Alteration Agreement (1602 Permit)
California Department of Transportation	Natural Environment Study approval
Regional Water Quality Control Board	Section 401 Permit
U.S. Army Corps of Engineers	Section 404 Permit

²⁹ Russell, Janea, County of Los Angeles Department of Public Works. 26 August 2010. E-mail to Christa Hudson, Sapphos Environmental, Inc., Pasadena, CA.

SECTION 2.0

ENVIRONMENTAL CHECKLIST

This section contains a copy of the environmental checklist prepared for the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project). The checklist used is consistent with Appendix G of the State California Environmental Quality Act Guidelines. A summary of the substantial evidence that was used to support the responses in the Environmental Checklist is contained in Section 3.0, *Environmental Analysis*.

DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Date

Ms. Janea Russell
Printed Name

County of Los Angeles Department of Public Works
For

ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
2.1. AESTHETICS -- Would the proposed project:				
a) Have a substantial adverse effect on a scenic vista?	_____	_____	_____	<u> X </u>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	_____	_____	_____	<u> X </u>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	_____	_____	_____	<u> X </u>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	_____	_____	_____	<u> X </u>
2.2. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the proposed project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	_____	_____	_____	<u> X </u>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	_____	_____	_____	<u> X </u>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	_____	_____	_____	<u> X </u>
d) Result in the loss of forest land or conversion of forest land to non-forest uses?	_____	_____	_____	<u> X </u>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	_____	_____	_____	<u> X </u>

2.3. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the proposed project:

a) Conflict with or obstruct implementation of the applicable air quality plan?	_____	_____	<u> X </u>	_____
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	_____	_____	<u> X </u>	_____
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the proposed project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	_____	_____	<u> X </u>	_____
d) Expose sensitive receptors to substantial pollutant concentrations?	_____	_____	<u> X </u>	_____
e) Create objectionable odors affecting a substantial number of people?	_____	_____	<u> X </u>	_____

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
2.4. BIOLOGICAL RESOURCES -- Would the proposed project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	_____	_____	<u> X </u>	_____
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	_____	_____	<u> X </u>	_____
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	_____	_____	<u> X </u>	_____
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	_____	<u> X </u>	_____	_____
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	_____	<u> X </u>	_____	_____
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	_____	_____	_____	<u> X </u>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
2.5. CULTURAL RESOURCES – Would the proposed project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	_____	_____	_____	<u> X </u>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	_____	<u> X </u>	_____	_____
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	_____	_____	<u> X </u>	_____
d) Disturb any human remains, including those interred outside of formal cemeteries?	_____	_____	<u> X </u>	_____

2.6. GEOLOGY AND SOILS – Would the proposed project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	_____	_____	<u> X </u>	_____
ii) Strong seismic ground shaking?	_____	_____	<u> X </u>	_____
iii) Seismic-related ground failure, including liquefaction?	_____	_____	<u> X </u>	_____
iv) Landslides?	_____	_____	<u> X </u>	_____
b) Result in substantial soil erosion or the loss of topsoil?	_____	_____	<u> X </u>	_____

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	_____	_____	<u> X </u>	_____
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	_____	_____	_____	<u> X </u>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	_____	_____	_____	<u> X </u>

2.7. GREENHOUSE GAS EMISSIONS-

- Would the proposed project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	_____	_____	<u> X </u>	_____
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	_____	_____	<u> X </u>	_____

2.8. HAZARDS AND HAZARDOUS

MATERIALS – Would the proposed project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	_____	_____	<u> X </u>	_____
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	_____	_____	<u> X </u>	_____

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	_____	_____	_____	<u> X </u>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	_____	_____	_____	<u> X </u>
e) For a proposed project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the proposed project area?	_____	_____	_____	<u> X </u>
f) For a proposed project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the proposed project area?	_____	_____	_____	<u> X </u>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	_____	_____	_____	<u> X </u>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	_____	_____	_____	<u> X </u>

2.9. HYDROLOGY AND WATER

QUALITY -- Would the proposed project:

a) Violate any water quality standards or waste discharge requirements?	_____	_____	<u> X </u>	_____
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	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	_____	_____	<u> X </u>	_____
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	_____	_____	<u> X </u>	_____
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	_____	_____	<u> X </u>	_____
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	_____	_____	<u> X </u>	_____
f) Otherwise substantially degrade water quality?	_____	_____	<u> X </u>	_____
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	_____	_____	_____	<u> X </u>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	_____	_____	<u> X </u>	_____

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	_____	_____	_____	<u> X </u>
j) Inundation by seiche, tsunami, or mudflow?	_____	_____	_____	<u> X </u>

2.10. LAND USE AND PLANNING -

Would the proposed project:

a) Physically divide an established community?	_____	_____	_____	<u> X </u>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	_____	_____	_____	<u> X </u>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	_____	_____	_____	<u> X </u>

2.11. MINERAL RESOURCES – Would the proposed project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	_____	_____	_____	<u> X </u>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	_____	_____	_____	<u> X </u>

2.12. NOISE –

Would the proposed project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	_____	<u> X </u>	_____	_____
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	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	_____	_____	<u> X </u>	_____
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	_____	_____	_____	<u> X </u>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	_____	_____	<u> X </u>	_____
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed project expose people residing or working in the proposed project area to excessive noise levels?	_____	_____	_____	<u> X </u>
f) For a project within the vicinity of a private airstrip, would the proposed project expose people residing or working in the proposed project area to excessive noise levels?	_____	_____	_____	<u> X </u>

2.13. POPULATION AND HOUSING –

Would the proposed project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	_____	_____	_____	<u> X </u>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	_____	_____	_____	<u> X </u>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	_____	_____	_____	<u> X </u>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
2.14. PUBLIC SERVICES –				
a) Would the proposed project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	_____	_____	_____	<u> X </u>
Police protection?	_____	_____	_____	<u> X </u>
Schools?	_____	_____	_____	<u> X </u>
Parks?	_____	_____	_____	<u> X </u>
Other public facilities?	_____	_____	_____	<u> X </u>
2.15. RECREATION –				
a) Would the proposed project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	_____	_____	_____	<u> X </u>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	_____	_____	_____	<u> X </u>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
2.16. TRANSPORTATION/TRAFFIC –				
Would the proposed project:				
a) Conflict with an applicable plan, ordinance or policy established measure of effectiveness for the performance of the circulation system, taking into account all models of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?	_____	_____	<u> X </u>	_____
b) Conflict with an applicable congestion management program, including but not limited to the level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	_____	_____	<u> X </u>	_____
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	_____	_____	_____	<u> X </u>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	_____	_____	_____	<u> X </u>
e) Result in inadequate emergency access?	_____	_____	<u> X </u>	_____
f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	_____	_____	_____	<u> X </u>
2.17. UTILITIES AND SERVICE SYSTEMS				
– Would the proposed project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	_____	_____	_____	<u> X </u>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	_____	_____	_____	<u>X</u>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	_____	_____	_____	<u>X</u>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	_____	_____	_____	<u>X</u>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	_____	_____	_____	<u>X</u>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	_____	_____	_____	<u>X</u>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	_____	_____	_____	<u>X</u>

2.18. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	_____	<u>X</u>	_____	_____
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	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
b) Does the project have impacts that are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	_____	_____	<u> X </u>	_____
c) Does the proposed project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	_____	_____	<u> X </u>	_____

SECTION 3.0

ENVIRONMENTAL ANALYSIS

This section describes the environmental analysis and information considered in evaluating the questions listed in Section 2.0, *Environmental Checklist*. The information used in this evaluation is based on a review of relevant literature (see Section 5.0, *References*, for a list of reference material consulted) and field reconnaissance.

3.1 AESTHETICS

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact to aesthetics that would require the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹ Aesthetics at the proposed project site were evaluated with regard to the County of Los Angeles General Plan,² California Department of Transportation's (Caltrans) Scenic Highway System designations,³ site reconnaissance, and a review of the proposed site plans.

State CEQA Guidelines recommend the consideration of four questions when addressing the potential for significant impacts to aesthetics.

Would the proposed project have any of the following effects:

- (a) Have a substantial adverse effect on a scenic vista?

The proposed project would not be expected to result in impacts to aesthetics in relation to scenic vistas. The County of Los Angeles (County) Regional Recreation Areas Plan identifies scenic vistas as vista points, which are "areas that command a panoramic and in most cases spectacular view by virtue of elevation differential and relative freed from visual obstructions."⁴ The proposed bridge replacement project is located within unincorporated County territory, in a rural area in the Angeles National Forest. There are no scenic vistas designated in Regional Area Plan at the proposed project site, nor is the proposed project site visible from any key designated scenic vistas. Given the terrain of the surrounding area, the proposed bridge replacement project is only visible for the immediate surrounding area.

The project vicinity is characterized by open space and rural residences. The proposed project and surroundings have a diverse terrain and is surrounded by hills, mountains, and heavy vegetation. The proposed project would replace the existing bridge with a new bridge. The proposed project would replace the existing A-frame bridge, constructed from timber piles, with a new single-span precast, pre-stressed concrete girder bridge structure that would have a width of 32 feet and span of 65 feet. The proposed bridge replacement structure has been designed to be visually compatible with the surrounding area. The proposed project area is not located in the vicinity of a scenic vista as designated by the County. Therefore, the proposed project would not be expected to result in impacts to aesthetics related to scenic vistas. No further analysis is warranted.

¹ California Code of Regulations. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

³ California Department of Transportation. Accessed 7 September 2010. *The California Scenic Highway System: A List of Eligible (E) and Officially Designated (OD) Routes (by Route)*. Available at: <http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm>

⁴ County of Los Angeles Department of Regional Planning. 29 July 1965. *Los Angeles County Regional Recreation Areas Plan: A Part of the Recreation Element of the General Plan*. Los Angeles, CA.

- (b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway?

The proposed project would not be expected to result in impacts to aesthetics in relation to causing substantial damage to scenic resources within a State scenic highway. Los Angeles County has only one officially designated State scenic highway, State Route 2 (SR 2). In addition, there are two County Designated Scenic Highways (Table 3.1-1, *State and County Officially Designated Scenic Highways*).

**TABLE 3.1-1
STATE AND COUNTY OFFICIALLY DESIGNATED SCENIC HIGHWAYS⁵**

Designation	Highway	Location
State Scenic Highway	Angeles Crest Highway, Route 2	From 2.7 miles north of I-210 to the San Bernardino County Line
County Scenic Highway	Mulholland Highway	From State Route 1 to Kanan DumeRoad From West of Cornell Road to East of Las Virgenes Road
County Scenic Highway	Malibu Canyon – Las Virgenes Highway	From State Route 1 to Lost Hills Road

SOURCE: California Department of Transportation. Accessed 7 September 2010. *The California Scenic Highway System: A List of Eligible (E) and Officially Designated (OD) Routes (by Route)*. Available at: <http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm>

The closest officially designated scenic highway is located over 20 miles to the east from the proposed project site, and the proposed project site is not visible from any of the designated highways. The proposed project area does not include any significant tree, rock outcropping, or historic building scenic resources. Therefore, the proposed project would not be expected to result in significant impacts to aesthetics related to substantial damage to scenic resources within a state scenic highway. No further analysis is warranted.

- (c) Substantially degrade the existing visual character or quality of the site and its surroundings?

The proposed project would not be expected to substantially degrade the existing visual character or quality of the site or its surroundings. As noted in Section 1.0, Project Description, lands that surround the project site include those designated as agricultural and watershed land. Watershed lands fall under the jurisdiction of the U.S. Forest Service (USFS), Angeles National Forest. However, the proposed project does is not within USFS jurisdiction.^{6,7} The proposed bridge replacement project would span Pacoima Creek.

Once implemented, the project features would be horizontal and low to the ground. The proposed project would not degrade the visual character of the proposed project site and its surroundings. As the proposed project would upgrade a bridge that is outdated and in need of repair, it would instead contribute to a visual improvement once the new bridge is complete. Therefore, there are no expected

⁵ California Department of Transportation. Accessed 7 September 2010. "Officially Designated State and County Scenic Highways." Available at: <http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm>

⁶ Russell, Janea, County of Los Angeles Department of Public Works. 26 August 2010. E-mail to Christa Hudson, Sapphos Environmental, Inc., Pasadena, CA.

⁷ The County of Los Angeles Department of Public Works reviewed the *Angeles National Forest Atlas*, 2009 Second Edition, and received confirmation from the Los Angeles River Ranger District that the proposed project is not within the jurisdiction of the Forest Service.

impacts to aesthetics related to degradation of the existing visual character of the proposed project site or its surroundings. No further analysis is warranted.

- (d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The proposed project would not be expected to result in impacts to aesthetics related to the creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the proposed project area. The proposed project is a bridge replacement project and would not add any new light sources. While temporary lane closure on the bridge would occur as part of project construction, nighttime lighting is anticipated to be limited to ground reflectors and low-light signage needed for safety. There are a few rural residences located within the adjacent areas; however, these residences would not be adversely or significantly affected by the proposed temporary road safety lighting. Therefore, the proposed project would not be expected to result in impacts to aesthetics related to the creation of a new source of substantial light or glare that would adversely affect daytime or nighttime views in the proposed project area. No further analysis is warranted.

3.2 AGRICULTURE AND FOREST RESOURCES

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact to agriculture and forest resources, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹ Agriculture resources at the proposed project site were evaluated with regard to the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP)² and the County of Los Angeles General Plan.³

State CEQA Statutes [(§21060.1(a) Public Resources Code 21000-21177)] define agricultural land to mean “prime farmland, farmland of statewide importance, or unique farmland, as defined by the United States Department of Agriculture (USDA) land inventory and monitoring criteria, as modified for California,” and is herein collectively referred to as “Farmland.” State CEQA Guidelines recommend the consideration of five questions when addressing the potential for significant impacts to agriculture and forest resources.

Would the proposed project have any of the following effects:

- (a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?

The proposed project would not be expected to result in impacts to agriculture and forest resources in relation to the conversion of Farmland. The proposed project would be constructed within the existing right-of-way (ROW) of Little Tujunga Canyon Road and all construction activities would be undertaken within or adjacent to the existing ROW.

The proposed project site is located within the unincorporated territory of the County within the Angeles National Forest, and is subject to the County of Los Angeles General Plan. The land surrounding the proposed project site is primarily designated watershed (Zone W)⁴ and agricultural (A-2).⁵ The Zone W designation is located to the northeast and to the southeast and A-2 zoning designation is located northwest and west of the bridge.

The A-2 designation is classified as heavy agriculture,⁶ which has a minimum required area of 1 to 10 acres depending on the type of structures, uses, and/or numbers and types of animals.^{7,8}

¹ *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, 2004. *Important Farmland in California, 2002*. Sacramento, CA.

³ County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

⁴ County of Los Angeles Department of Regional Planning. Accessed 15 September 2010. “Zoning Ordinance Summary - Agricultural Zones.” Web site. Available at:http://planning.lacounty.gov/luz/summary/category/agricultural_zones/

⁵ County of Los Angeles Department of Regional Planning. Accessed 15 September 2010. “Zoning Ordinance Summary - Agricultural Zones.” Web site. Available at:http://planning.lacounty.gov/luz/summary/category/agricultural_zones/

⁶ County of Los Angeles Department of Regional Planning. Accessed 15 September 2010. “Zoning Ordinance Summary - Agricultural Zones.” Web site. Available at:http://planning.lacounty.gov/luz/summary/category/agricultural_zones/

Zone W, classified as watershed, falls under the County's special-purpose zones. Zone W uses are owned and maintained by U.S. Forest Service (USFS). While lands that surround the proposed project site allow for agricultural uses, the topography of the hills and slopes does not allow for such uses. The proposed project site is primarily rural and is surrounded by large areas of open space and dense vegetation. As noted above, lands in the project vicinity include those designated as agricultural and watershed land. However, the proposed project site does not fall within USFS jurisdiction.^{9,10}

The proposed project and construction activities would not impact or cause permanent conversion of the land to nonagricultural use.¹¹ Therefore, there would be no expected impacts to agriculture and forest resources related to the conversion of Farmland. No further analysis is warranted.

(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The proposed project would not be expected to result in impacts to agriculture and forest resources in relation to a conflict with existing zoning for agricultural use, or a Williamson Act contract. Land to the northwest and west of the proposed project site is classified as A-2 (heavy agricultural) and the area surrounding the proposed project site is designated primarily as watershed (Angeles National Forest), agricultural, and residential land uses. As stated above, the proposed project site is located within the Angeles National Forest, which is designated as Zone W. While lands that surround the proposed project site allow for agricultural uses, the topography of the hills and slopes does not allow for such uses. The proposed project site is primarily rural and is surrounded by large areas of open space. Construction of the proposed bridge replacement project would be located within the existing ROW of Little Tujunga Canyon Road. Construction activities would not conflict with existing zoning for agriculture. Land immediately adjacent to the proposed project site is not under a Williamson Act contract.¹² Therefore, there would be no expected impacts to agriculture resources related to a conflict with existing zoning for agricultural use or a Williamson Act contract. No further analysis is warranted.

⁷ County of Los Angeles Department of Regional Planning. Accessed 15 September 2010. "Zoning Ordinance Summary - Agricultural Zones." Web site. Available at: http://planning.lacounty.gov/luz/summary/category/agricultural_zones/

⁸ County of Los Angeles Department of Regional Planning. Accessed 15 September 2010. "Zoning Ordinance Summary - Agricultural Zones." Web site. Available at: http://planning.lacounty.gov/luz/summary/category/agricultural_zones/

⁹ Russell, Janea, County of Los Angeles Department of Public Works. 26 August 2010. E-mail to Christa Hudson, Sapphos Environmental, Inc., Pasadena, CA.

¹⁰ The County of Los Angeles Department of Public Works reviewed the *Angeles National Forest Atlas*, 2009 Second Edition, and received confirmation from the Los Angeles River Ranger District that the proposed project is not within the jurisdiction of the Forest Service.

¹¹ California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, 2004. *Important Farmland in California, 2002*. Sacramento, CA.

¹² California Department of Conservation. "Williamson Act Program – Reports and Statistics." Available at: http://www.conservation.ca.gov/dlrp/lca/stats_reports/Pages/index.aspx

- (c) Conflict with existing zoning for, or cause rezoning of forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The proposed project would not be expected to result in impacts to agricultural resources in relation to conflict with existing zoning for or cause rezoning of forest land, timberland, or timberland zoned Timberland Production. Although USFS services lands are located to the northeast and southeast of the project area (Zone W), the proposed project would not affect lands within the Angeles National Forest. The proposed bridge replacement project would not require areas adjacent to the ROW to be rezoned as the project would be undertaken within the existing ROW of the highway. Therefore, there are no expected impacts to agriculture resources related to conflict with existing zoning for or causing rezoning of forest land, timberland, or timberland zoned Timberland Protection. No further analysis is warranted.

- (d) Result in the loss of forest land or conversion of forest land to nonforest uses?

The proposed project would not be expected to result in the loss of forest land or conversion of forest land to nonforest uses. The County of Los Angeles General Plan Land Use element and Zoning Ordinance were reviewed to determine the compatibility of the proposed project with adopted land use plans, policies, and regulations.^{13,14} Land uses that surround the project site are within the County jurisdiction and are designated as agricultural and zoned as A-2 (Heavy Agriculture)^{15,16} and residential (R-2, Two Family Residences). The proposed project is a bridge improvement project and would not add or change any land uses. Therefore, there are no expected impacts related to loss of forest land or conversion of forest land to nonforest uses. No further analysis is warranted.

- (e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use?

The proposed project would not be expected to result in impacts to agricultural resources in relation to changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forest land to nonforest use. The proposed project is a bridge replacement project that would be constructed within the existing ROW of Little Tujunga Canyon Road. Construction activities would occur in the existing ROW and adjacent areas (streambed). The proposed project would not affect the suitability of any designated farmland for development because the existing land use of the proposed project area would not be changed. Therefore, there are no expected impacts to agriculture or forest land resources related to changes in the existing environment that due to their location or nature could result in conversion

¹³ County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

¹⁴ County of Los Angeles. July 1996. *County Code*, Title 22, "Planning and Zoning."

¹⁵ County of Los Angeles Department of Regional Planning. Accessed 21 September 2010. GIS-Net. Available at: <http://planning.lacounty.gov/gisnet>

¹⁶ County of Los Angeles Department of Regional Planning. Accessed 15 September 2010. "Zoning Ordinance Summary - Agricultural Zones." Web site. Available at: http://planning.lacounty.gov/luz/summary/category/agricultural_zones/

of Farmland to nonagricultural use or the conversion of forest land to nonforest use. No further analysis is warranted.

3.3 AIR QUALITY

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact to air quality, thus requiring the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹ Air quality at the proposed project site was evaluated with regard to the County of Los Angeles (County) General Plan,² the National Ambient Air Quality Standards (NAAQS),³ the California Ambient Air Quality Standards,⁴ and the Clean Air Act (CAA).⁵

The proposed project site is located in the South Coast Air Quality Management District (SCAQMD) portion of the South Coast Air Basin (SCAB). The assessment of construction impacts was based on a construction scenario described in Section 1.0, *Project Description*. The conclusions reflect guidelines established by the SCAQMD CEQA Air Quality Handbook.⁶

The proposed project site is best characterized by the Burbank Monitoring Station, located at 228 West Palm Avenue in Burbank, California, approximately 12 miles south-southeast of the proposed project site. This monitoring station is used to measure particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), sulfur dioxide (SO₂), ozone (O₃), and nitrogen dioxide (NO₂).

The potential for the proposed project to result in new or substantially more adverse significant impacts to air quality was evaluated in relation to five questions recommended for consideration by the State CEQA Guidelines.⁷

Would the proposed project:

- (a) Conflict with or obstruct implementation of the applicable air quality plan?

The proposed project would be expected to result in less than significant impacts to air quality related to a potential conflict with or obstruction of the applicable air quality plan. The proposed project site is located within the SCAQMD portion of the SCAB; therefore, the proposed project site is located within the boundaries regulated pursuant to the SCAQMD Air Quality Management Plan (AQMP).⁸ Ozone (O₃) is the pollutant of greatest concern throughout the SCAB. The SCAB is designated as a federal-level nonattainment area for the O₃ and particulate matter with a diameter of 2.5 microns or less (PM_{2.5}) air quality standards, but the basin has recently improved from nonattainment to attainment with the NAAQS for both NO₂ and CO.⁹ The SCAB is a state-level

¹ California Code of Regulations. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

³ U.S. Environmental Protection Agency. 2008. *National Ambient Air Quality Standards (NAAQS)*. Available at: <http://www.epa.gov/air/criteria.html>

⁴ Air Resources Board. 2008. *California Ambient Air Quality Standards (CAAQS)*. Available at: <http://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm>

⁵ U.S. Environmental Protection Agency. 2008. *Federal Clean Air Act*, Title I, “Air Pollution Prevention and Control.” Available at: <http://www.epa.gov/air/caa/>

⁶ South Coast Air Quality Management District. 1993. *CEQA Air Quality Handbook*. Diamond Bar, CA.

⁷ California Code of Regulations. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

⁸ South Coast Air Quality Management District. June 2007. *Final 2007 Air Quality Management Plan*. Diamond Bar, CA.

⁹ South Coast Air Quality Management District. June 2007. *Final 2007 Air Quality Management Plan*. Diamond Bar, CA.

nonattainment area for the O₃ and PM_{2.5} air quality standards, and the County is a state-level nonattainment area for the O₃, PM₁₀, and PM_{2.5}, based on the California Ambient Air Quality Standards.¹⁰

The most recent update to the SCAQMD AQMP was prepared for air quality improvements to meet both state and federal CAA planning requirements for all areas under AQMP jurisdiction. This update was adopted by CARB for inclusion in the State Implementation Plan on September 27, 2007. The AQMP sets forth strategies for attaining the federal PM₁₀ and PM_{2.5} air quality standards and the federal 8-hour O₃ air quality standard, as well as meeting state standards at the earliest practicable date. With the incorporation of new scientific data, emission inventories, ambient measurements, control strategies, and air quality modeling, this 2007 AQMP focuses on O₃ and PM_{2.5} attainments.

Existing air quality within the proposed project vicinity is characterized by a mix of local emission sources that include stationary activities, such as space and water heating, landscape maintenance, and consumer products, and mobile sources, such as automobile and truck traffic.

The SCAQMD evaluates projects in terms of air pollution thresholds.¹¹ The proposed project would be considered significant if implementation would result in daily construction- or operation-related emissions that cause or exceed the SCAQMD thresholds of significance. As described in Section 1.0, the proposed project would require construction of a bridge replacement that would be 65 feet long by 32 feet wide. It is anticipated that approximately 200 feet of roadway reconstruction at both approach ends of the new bridge would be required, and that the proposed project would also include the installation of California Department of Transportation (Caltrans) Type 25 concrete barriers with tubular handrail on both sides of the new bridge and metal beam guardrails at the approach corners. It is not anticipated that the proposed project would involve expansion of the existing lane capacity. Construction of the proposed project, as currently conceived, would be completed within approximately 8 to 9 months. Due the relatively small area under construction and the relatively short duration of construction activities, construction activities associated with the proposed project would be expected to result in less than significant impacts in relation to consistency with the applicable air quality plan.

Based on the construction scenario described in Section 1.0, the proposed project's daily construction emissions were estimated using the URBEMIS 2007 emissions model (Table 3.3-1, *Estimated Daily Construction Emissions*) and Appendix A, *URBEMIS Output for the Proposed Project*. The daily construction emissions associated with the proposed project's construction activities would not be expected to exceed the SCAQMD regional significance thresholds. In addition, best management practices (BMPs) that are included as project features (see Section 1.0) would serve to reduce particulate matter emissions and ensure compliance with SCAQMD Rule 403, Fugitive Dust.

¹⁰ South Coast Air Quality Management District. June 2007. *Final 2007 Air Quality Management Plan*. Diamond Bar, CA.

¹¹ South Coast Air Quality Management District. 1993. "Developing Baseline Air Quality Information." In *Air Quality Guidance Handbook*. Diamond Bar, CA.

**TABLE 3.3-1
ESTIMATED DAILY CONSTRUCTION EMISSIONS**

Construction Phase	Construction Emissions (Pounds/Day)					
	VOCs	NO _x	CO	SO _x	PM _{2.5}	PM ₁₀
Demolition	7.92	71.69	30.47	0.00	2.81	3.07
Mass Site Grading	8.65	77.39	33.96	0.00	3.96	7.42
Fine Site Grading	8.59	76.74	33.71	0.00	3.94	7.39
Trenching	79.41	79.41	31.53	0.00	2.81	3.07
Building Construction	7.10	49.44	25.11	0.00	2.49	2.71
Paving	9.79	83.01	38.88	0.01	3.72	4.06
Maximum Emissions	9.79	83.01	38.88	0.01	3.96	7.42
SCAQMD Daily Significance Threshold (Pounds/Day)	75	100	550	150	55	150
Significant?	No	No	No	No	No	No

SOURCE: Sapphos Environmental, Inc. 22 September 2010. URBEMIS 2007 Model Output. Pasadena, CA.

Implementation of the proposed project would be expected to be consistent with the County General Plan land use designations for the area.¹² The proposed project, as currently conceived, entails the use of a new 65-foot by 32-foot bridge. Implementation of the proposed project would not be expected to create new activity that would contribute to air quality impacts in the surrounding area. Operation of the proposed project would not cause emissions due to space and water heating or vehicle trips. Therefore, direct and indirect air quality emissions during operation of the proposed project would be expected to be below the SCAQMD thresholds of significance. No further analysis is warranted.

- (b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The proposed project would be expected to result in less than significant impacts to air quality related to a violation of any air quality standard or a substantial contribution to an existing or projected air quality violation. Construction-related air quality impacts may result from combustion emissions from on-site construction and mobile equipment and from fugitive dust emissions from demolition, grading, and site preparation activities. The proposed project would be expected to entail several construction components, such as demolition, mass site grading, fine site grading, framing, trenching, bridge construction, and asphalt paving. Construction of the proposed project would be completed within approximately 8 to 9 months and would not be expected to contribute to an exceedance of air quality standards.

Once constructed, the proposed bridge replacement project would not be expected to result in an increase in daily vehicular trips or operational air quality emissions. The operational function of the proposed bridge would not be expected to cause a new air quality violation.

Due the relatively small area under construction and the relatively short duration of construction activities, impacts to air quality in relation to violating applicable air quality standards or

¹² County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

contributing to an existing or projected air violation would be expected to be less than significant. No further analysis is warranted.

- (c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The proposed project would be expected to result in less than significant impacts to air quality related to a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality. The proposed project would also include BMPs that would serve to further reduce potential impacts (as described in Section 1.0, *Project Description*). The proposed project site is located within the SCAQMD portion of the SCAB, which is designated as a nonattainment area according to the state and federal O₃ and PM_{2.5} air quality standards. During the construction phase, primary emissions would include ozone precursor emissions and particulate matter. O₃ precursor emissions from construction equipment and vehicles coming to and from the proposed project site would be the primary source of impact to air quality associated with construction of the proposed project. The operational function of the proposed project as a bridge would not be expected to cause an increase in emissions of criteria pollutants. Due to the relatively small size of the proposed project, impacts related to a cumulatively considerable net increase of one or more criteria pollutants for which the project region is in nonattainment status under the applicable federal or state ambient air quality standards would be expected to be below the level of significance.

- (d) Expose sensitive receptors to substantial pollutant concentrations?

The proposed project would be expected to result in less than significant impacts to air quality related to exposing sensitive receptors to substantial pollutant concentrations. The nearest residences to the proposed project site are located approximately 40 and 165 feet to the east of the proposed project site. However, there are no schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, or retirement homes within a 1-mile radius of the proposed project and the proposed project would not allow pedestrian access. As described in (a), the daily construction-related air quality emissions of the proposed project would be less than significant. Therefore, impacts to air quality in relation to the exposure of nearby residences to substantial pollutant concentrations would be expected to be below the level of significance. Incorporation of BMPs would serve to further reduce potential impacts.

- (e) Create objectionable odors affecting a substantial number of people?

The proposed project would be expected to result in less than significant impacts to air quality related to creation of objectionable odors affecting a substantial number of people. Odors associated with emissions from diesel equipment may be considered unpleasant by some people, and the use of diesel-powered equipment would be anticipated to occur daily during the construction phase of the proposed project. The nearest residence to the proposed project site is located approximately 40 feet to the east of the proposed project site. However, there are no schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, or retirement homes within a 1-mile radius of the proposed project and the proposed project would not allow pedestrian access. The use of diesel-powered equipment would occur only in the short-term during the construction period and the

proposed project would implement BMPs during construction (such as shutting off equipment when not in use and limiting idling time in accordance with State law) that would further reduce this potential impact. Therefore, the proposed project's impacts related to objectionable odors would be expected to be less than significant during construction.

Consistent with the existing conditions, the proposed project would operate as a bridge, and as such, the operational function of the proposed project would not be likely to result in the creation of objectionable odors. Therefore, impacts to air quality related to whether the proposed project would create objectionable odors affecting a substantial number of people would be expected to be less than significant.

3.4 BIOLOGICAL RESOURCES

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact on biological resources, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹ Biological resources at the proposed project site were evaluated with regard to the County of Los Angeles General Plan² and City of Los Angeles Tujunga/Pacoima Watershed Plan,³ a query of the California Natural Diversity Database (CNDDB)⁴ for the U.S. Geological Survey (USGS) 7.5-minute series Sunland topographic quadrangle where the proposed project is located, a review of published and unpublished literature germane to the proposed project, and a site visit conducted on August 31, 2010.

State CEQA Guidelines recommend the consideration of the following six questions when addressing the potential for significant impacts to biological resources.

Would the proposed project have any of the following effects:

- (a) Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or the U.S. Fish and Wildlife Service?

Listed Species

The proposed project would be expected to result in less than significant impacts to biological resources in relation to species listed as rare, threatened, or endangered pursuant to the federal and State Endangered Species Acts (ESAs). On August 31, 2010, a biological site visit was conducted by Sapphos Environmental, Inc. (Mr. John Ivanov). Of the six species listed as rare, threatened, or endangered pursuant to the federal and State ESAs that were identified as having the potential to occur in the region of the proposed project as a result of a query of the CNDDB (Table 3.4-1, *Listed Wildlife and Plant Species with the Potential to Occur in the Region of the Proposed Project Site*), four were determined to have the potential to occur within the proposed project area: Santa Ana sucker (*Catostomus santaanae*), Sierra Madre yellow-legged frog (*Rana muscosa*), coastal California gnatcatcher (*Poliophtila californica californica*), and Nevin's barberry (*Berberis nevinii*).

¹ California Code of Regulations. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

³ County of Los Angeles Department of Regional Planning. April 2008. *Tujunga / Pacoima Watershed Plan 2008*. Available at: http://www.theriverproject.org/tujungawash/finalplan/TujungaPacoimaWatershedPlan0408_web.pdf

⁴ California Department of Fish and Game. 2010. *Rarefind 3: A Database Application for the Use of the California Department of Fish and Game Natural Diversity Data Base*. Sacramento, CA

TABLE 3.4-1
LISTED WILDLIFE AND PLANT SPECIES WITH THE POTENTIAL TO OCCUR IN THE
REGION OF THE PROPOSED PROJECT SITE

Species	Status	Habitat Requirements	Habitat Assessment
California gnatcatcher (<i>Poliophtila californica californica</i>)	FT	Coastal bluff scrub and Coastal scrub	Project site habitat suitable for minor excursions. Adjacent chaparral preferred, but not optimal.
Nevin's barberry (<i>Berberis nevinii</i>)	FE SE	Chaparral, cismontane woodland, coastal scrub, and riparian scrub	Adjacent habitat suitable, riparian scrub.
San Fernando Valley spineflower (<i>Chorizanthe parryi</i> var. <i>Fernandina</i>)	FC SE	Coastal scrub	Habitat not present on project site
Santa Ana sucker (<i>Catostomus santaanae</i>)	FT	Aquatic, south coast flowing waters	Currently not suitable, inundated with ash from 2010 Station fire
Sierra Madre yellow-legged frog (<i>Rana muscosa</i>)	FE	Aquatic, south coast flowing waters	Habitat suitable
Slender-horned spineflower (<i>Dodecahema leptoceras</i>)	FE SE	Chaparral and coastal scrub	Habitat not present on project site

KEY: FE = Listed as endangered by the U.S. Fish and Wildlife Service
FT = Listed as threatened by the U.S. Fish and Wildlife Service
SE = Listed as endangered by the California Department of Fish and Game
ST = Listed as threatened by the California Department of Fish and Game

While the proposed project site may contain suitable habitat for the Santa Ana sucker in the future, at the moment, the proposed project site is inhospitable due to the amount of ash within the creek, and a mud substrate. These are atypical abiotic factors found within the Santa Ana sucker's preferred habitat. The preferred habitat is clear water with substrates that are generally coarse and consist of gravel, rubble, and boulders. No amount of creek or suitable habitat that comprises the ecosystem required for the population would be removed as a result of implementation of the proposed project. Any nearby populations of Santa Ana sucker (if present) would not be indirectly affected by construction-related activities as the implementation of best management practices (BMPs) and a Water Diversion Plan would minimize the chance that any debris may enter the creek and affect downstream populations or habitat. Based on the implementation of BMPs and a Water Diversion Plan to minimize affects of construction-related activities, the proposed project is unlikely to affect the Santa Ana sucker or its habitat.

Although the proposed project site contains marginally suitable habitat to support the Sierra Madre yellow-legged frog; the only known populations of this species of frog within the Sunland quadrangle were last observed in the 1930s and no potential food sources were observed during surveys. Therefore, Sierra Madre yellow-legged frog is unlikely to occur at the proposed project site. During surveys on August 31, 2010, the small and accessible project site lent itself to a thorough survey for this highly diurnal species, which is often active from March to October. The only two occurrences within the Sunland quadrangle of Sierra Madre yellow-legged frog that have been reported to the CNDDB were on January 3, 1939, at Honeybee campground, upper Pacoima canyon, and on May 8, 1930, at the mouth of Big Tujunga Canyon, Angeles National Forest (Figure 1.4-2). Therefore, the proposed project would be expected to result in less than significant impacts to biological resources related to this species.

The proposed project site does not contain optimal habitat (Coastal Sage Scrub) for coastal California gnatcatchers, although the adjacent chaparral community is adequate. Coastal California gnatcatchers would use the proposed project area only as a very limited resource, possibly foraging for brief periods within the riparian habitat. No coastal California gnatcatchers were observed during surveys, nor would the proposed project be anticipated to affect any population of coastal California gnatcatchers due to the limited project scope and lack of suitable habitat.

No suitable habitat to support Nevin's barberry was observed during surveys on August 31, 2010, within the proposed project site. Nevin's barberry is typically found growing in sandy/gravelly substrates on steep north-facing slopes or on low-gradient, south-facing washes. Although suitable riparian scrub habitat is located adjacent to the proposed project site, Nevin's barberry was considered during the survey conducted on August 31, 2010, but was not observed. The only known individual within the Sunland quadrangle was found on June 17, 2006, 6.7 miles (10.7 kilometers) away, State Route 210 and west of Sherman Grove in Sunland (longitude 34.25485, latitude -118.32402). As a result of the distance of the nearest known occurrences to the project site and lack of suitable habitat within the project site, the proposed project would not be expected to result in significant impacts to this species.

Sensitive Species

The proposed project would be expected to result in less than significant impacts to biological resources in relation to sensitive species recognized by California Department of Fish and Game (CDFG) as California special concern species. Of the eight sensitive species that were identified as having the potential to occur in the region of the Sunland quadrangle as a result of a query of the CNDDDB (Table 3.4-2, *Sensitive Wildlife Species with the Potential to Occur in the Region of the Proposed Project Site*), two of the species were determined to have a low potential to occur within the proposed project area: coast horned lizard (*Phrynosoma blainvillii*) and two-striped garter snake (*Thamnophis hammondi*); and six of the species were determined to lack the potential to occur within the proposed project area due to lack of suitable habitat: arroyo chub (*Gila orcuttii*), Santa Ana speckled dace (*Rhinichthys osculus* ssp. 3), western pond turtle (*Emys marmorata*), silvery legless lizard (*Anniella pulchra pulchra*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), and southern grasshopper mouse (*Onychomys torridus ramona*).

TABLE 3.4-2
SENSITIVE WILDLIFE SPECIES WITH THE POTENTIAL TO OCCUR IN THE REGION OF
THE PROPOSED PROJECT SITE

Species	Status	Habitat Requirements	Habitat Assessment
arroyo chub (<i>Gila orcuttii</i>)	CSC	Aquatic, south coast flowing waters; depths are typically greater than 1.25 feet (38 cm).	Not observed on the proposed project study area. Lack of suitable habitat due to depth, less than 6 inches (15 cm).
coast horned lizard (<i>Phrynosoma blainvillii</i>)	CSC	Coastal sage, annual grassland, chaparral, oak woodland, riparian woodland, and coniferous forest	Not observed on the proposed project study area. Suitable habitat occurs within the proposed project site.
San Diego black-tailed jackrabbit (<i>Lepus californicus bennettii</i>)	CSC	Coastal scrub	Not observed on the proposed project study area. No suitable habitat occurs within the proposed project site.
Santa Ana speckled dace (<i>Rhinichthys osculus</i> ssp. 3)	CSC	Aquatic, south coast flowing waters, shallow cobble and gravel bottom streams	Not observed on the proposed project study area. Lack of suitable habitat due to absence of shallow cobble and gravel bottom.
silvery legless lizard (<i>Anniella pulchra pulchra</i>)	CSC	Chaparral, coastal dunes, and coastal scrub	Not observed on the proposed project study area. No suitable habitat occurs within the proposed project site.
southern grasshopper mouse (<i>Onychomys torridus Ramona</i>)	CSC	Chenopod scrub	Not observed on the proposed project study area. No suitable habitat occurs within the proposed project site.
two-striped garter snake (<i>Thamnophis hammondi</i>)	CSC	Marsh and swamp, riparian scrub, riparian woodland, and wetland	Not observed on the proposed project study area. Suitable habitat occurs within the proposed project site.
western pond turtle (<i>Emys marmorata</i>)	CSC	Aquatic, south coast-flowing waters, south coast standing waters, and wetland; habitat includes basking sites of low slope in areas of deep pooled waters.	Not observed on the proposed project study area. Lack of suitable habitat due to depth, less than 6 inches (15 cm).

KEY:

CSC = California Department of Fish and Game species of special concern

SSP = subspecies

As a result of reconnaissance-level surveys conducted at the proposed project site and a review of the habitat requirements of the sensitive species, it was determined that the proposed project site lacks suitable habitat for six species, arroyo chub, Santa Ana speckled dace, western pond turtle, silvery legless lizard, San Diego black-tailed jackrabbit, and southern grasshopper mouse. Arroyo chub typically occur in water depths of greater than 1.25 feet (38 centimeters). Western pond turtle typically occur in areas of deep pooled waters. The proposed project site currently has water depths of less than 6 inches (15 centimeters). Also, the proposed project site does not contain ideal habitat for the Santa Ana speckled dace, which is found in pebbled or rocky substrates with clear water. The substrate at the proposed project site is mud and silt. The Santa Ana speckled dace is found only in a very limited distribution, in the headwaters of the Santa Ana and San Gabriel Rivers. They have been extirpated from the Los Angeles River drainage.⁵ The proposed project site lacks chaparral, coastal dune, coastal scrub, and chenopod scrub habitats to support the silvery legless lizard, San Diego black-tailed jackrabbit, and southern grasshopper mouse.

The proposed project site is a small area located on the existing road Little Tujunga Canyon Road crossing over Pacoima Creek. The site is characterized by moderate levels of disturbance and degradation as determined by the presence of invasive species, anthropogenic debris, and two adjacent residences. It was also determined that the proposed project site contains suitable habitat to support the remaining two species (coast horned lizard and two-striped garter snake) but none were observed at the proposed project site as a result of surveys. Therefore, the proposed project would be expected to result in less than significant impacts to biological resources related to sensitive species recognized by the CDFG as California special concern species.

Locally Important Species

The proposed project would be expected to result in less than significant impacts to biological resources in relation to locally important species afforded protection pursuant to the California Native Plant Society or CDFG. Of the locally important species identified as having the potential to occur in the region of the Sunland quadrangle as a result of a query of the CNDDDB, one of the species—southern tarplant (*Centromadia parryi* ssp. *Australis*)—was determined to have the potential to occur within the proposed project area and three of the species—Plummer’s mariposa-lily (*Calochortus plummerae*), Greata’s aster (*Symphyotrichum greatae*), and Davidson’s bush-mallow (*Malacothamnus davidsonii*)—were determined to lack the potential to occur within the proposed project area due to lack of suitable habitat (Table 3.4-3, *Locally Important Plant Species with the Potential to Occur in the Region of the Proposed Project Site*).

⁵ Moyle, P.B., R.M. Yoshiyama, J.E. Williams, and E.D. Wikramanayake. 1995. *Fish Species of Special Concern in California*. Second Edition.

TABLE 3.4-3
LOCALLY IMPORTANT PLANT SPECIES WITH THE POTENTIAL TO OCCUR IN THE
REGION OF THE PROPOSED PROJECT SITE

Species	Status	Habitat Requirements	Habitat Assessment
Davidson's bush-mallow (<i>Malacothamnus davidsonii</i>)	CNPS 1B	Chaparral, coastal scrub, and riparian woodland	Not observed on the proposed project study area. Suitable habitat occurs within the proposed project site.
Greata's aster (<i>Symphytotrichum greatae</i>)	CNPS 1B	Chaparral and cismontane woodland	Not observed on the proposed project study area. No suitable habitat occurs within the proposed project site.
Plummer's mariposa-lily (<i>Calochortus plummerae</i>)	CNPS 1B	Chaparral, cismontane woodland, coastal scrub, lower montane coniferous forest, and valley and foothill grassland	Not observed on the proposed project study area. No suitable habitat occurs within the proposed project site.
Southern tarplant (<i>Centromadia parryi</i> ssp. <i>Australis</i>)	CNPS 1B	Marsh and swamp, salt marsh, valley and foothill grassland, and wetland	Not observed on the proposed project study area. Suitable habitat occurs within the proposed project site.

KEY:

CNPS = California Native Plant Society

List 1B = Listed as rare, threatened, or endangered in California and elsewhere

List 2 = Rare, threatened, or endangered in California, but more common elsewhere

List 4 = Limited distribution (Watch List).

0.2 = fairly endangered in California

MSL = mean sea level

As a result of reconnaissance-level surveys conducted at the project site and a review of the habitat requirements of the sensitive plant sensitive species, it was determined that the proposed project site contains marginally suitable habitat for two species, southern tarplant and Davidson's bush-mallow. The surveys were conducted within the typical flowering periods for southern tarplant and Davidson's bush-mallow. Plants would have been in flower at that time, and individuals would have been observed had they been present within the proposed project site. As a result of surveys, southern tarplant and Davidson's bush-mallow were not present at the proposed project site. It was also determined that the proposed project site does not contain suitable habitat to support the remaining two species and none were observed at the proposed project site as a result of surveys.

Therefore, the proposed project would not be expected to result in significant impacts to biological resources related to locally important species. No further analysis is warranted.

- (b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or the U. S. Fish and Wildlife Service?

The proposed project would be expected to result in less than significant impacts to riparian habitat or other sensitive natural communities. The proposed project site is a small area located on an existing road, Little Tujunga Canyon Road, crossing over Pacoima Creek. As a result of the site visit

on August 31, 2010, and a review of the USGS 7.5-minute series, Sunland, California, topographic quadrangle⁶ in which the proposed project site is located, it was determined that a blue-line drainage, Pacoima Creek, is present within and adjacent to the proposed project site and does support riparian habitat. The site is characterized by moderate to low levels of disturbance and degradation as determined by the presence of invasive species, anthropogenic debris, and two nearby residences. Within the defined bed and bank of Pacoima Creek, the vegetation was described as Southern Cottonwood–Willow Riparian Forest⁷ and characterized by arroyo willow (*Salix lasiolepis*) and white alder (*Alnus rhombolia*), intermixed with California sycamore (*Platanus racemosa*) and Fremont cottonwood (*Populus fremontii*). The proposed project is designed so that implementation would have minimal impact on vegetation within the wash, and no riparian habitat or sensitive natural communities would be significantly affected at the proposed project site. Therefore, the proposed project would not be expected to result in significant impacts to riparian habitat or other sensitive natural communities. No further analysis is warranted.

- (c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?

The proposed project would be expected to result in less than significant impacts to biological resources in relation to federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means. Based upon the site visit on August 31, 2010, and a review of the National Wetland Inventory Map,⁸ no federally protected wetlands are present within the proposed project site or area. The proposed project is designed so that implementation would have minimal impact on the community within Pacoima Creek, and no federally protected wetlands would be significantly affected at the proposed project site. Therefore, there would be no expected impacts to biological resources related to federally protected wetlands as defined by Section 404 of the Clean Water Act. No further analysis is warranted.

- (d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Wildlife Movement/Corridors

The proposed project would be expected to result in less than significant impacts with mitigation incorporated to biological resources related to the movement of any migratory fish or wildlife species or with an established wildlife corridor. The proposed project site is a small area located on an existing road, Little Tujunga Canyon Road, crossing over Pacoima Creek. The site is characterized by a low to moderate level of disturbance and degradation as determined by the presence of invasive species and anthropogenic debris adjacent to and through the bed of Pacoima Creek, and the surrounding vegetation. As a result of the habitat assessment conducted by Sapphos Environmental, Inc. on August 31, 2010, the proposed project site was determined to support an established wildlife movement corridor. No federally or state-listed bat species are known to occur

⁶ U.S. Geological Survey. 1995. *7.5-Minute Series, Sunland, California, Topographic Quadrangle*. Reston, VA.

⁷ Keeler-Wolf, T. 2001. *A Manual of California Vegetation*. California Native Plant Society / California Department of Fish and Game.

⁸ U.S. Fish & Wildlife Service, National Wetlands Inventory. Accessed 6 August 2010. "Wetlands Mapper." Web site. Available at: <http://www.fws.gov/wetlands/Data/Mapper.html>

within or adjacent to the proposed project area. Bat species likely present in the general region in which the project is located are either common, non-listed bat species, or are designated as California species of special concern by the California Department of Fish and Game (CDFG). While these bats may occasionally use the portions of the bridge for day roosts, the bridge does not serve as a maternal roosting site. No bats were observed roosting beneath the bridge during a field survey conducted for the site; however, their occasional use of the bridge as a stopover area cannot be entirely discounted. Therefore, with incorporation of mitigation measures Bio-1 through Bio-3, which require pre-construction bat surveys prior to ground-disturbing activities, potential impacts to commonly occurring bat species would be reduced to below the level of significance. Implementation of the proposed project would not interfere with the movement of any migratory fish because the proposed project is designed so that implementation would have minimal impact on the creek bed within the wash. The water diversion plan will help prevent impacts to fish species within the wash during construction activities. In addition, implementation of the proposed project would be expected take place during the dry months when peak movement is not occurring.

The proposed project would not be expected to adversely affect the survival and recovery of any migratory bird or bat species that may forage and rest within the proposed project study area. No documentation of occurrence has been reported of sensitive bats in the vicinity of the proposed project study area, with no records for sensitive bats in the Sunland quadrangle, although several have been documented in the surrounding adjacent topographic quadrangles. The proposed project would not be expected to result in significant impacts to migratory or roosting bird and bat species, but all considerations will be taken to avoid and minimize the unlikely incidental occurrences during construction of any roosting bats. No bats were observed roosting or foraging near or within the proposed project boundary during the August 31, 2010, site visit. However, nesting bird and bat pre-construction surveys will be conducted to prevent impacts to these wildlife species. Therefore, with incorporation of mitigation measures Bio-1 through Bio-3, the proposed project would not result in significant impacts to biological resources related to movement of any migratory fish or wildlife species or with an established wildlife corridor.

Nursery Sites

The proposed project would not be expected to result in impacts to biological resources in relation to impeding the use of native wildlife nursery sites. The proposed project site is a small area located on an existing road, Little Tujunga Canyon Road, crossing over Pacoima Creek. The site is characterized by a low to moderate level of disturbance and degradation as determined by the presence of invasive species and anthropogenic debris adjacent to and through the bed of Pacoima Creek and the surrounding vegetation. Based on this information, the proposed project site is unlikely to serve as a nursery site for wildlife. In addition, pre-construction surveys will be conducted for nesting bird, bat, and other wildlife species. Therefore, there would be no expected significant impacts to biological resources related to impeding the use of the proposed project area as a nursery site for wildlife.

Therefore, with incorporation of mitigation measures Bio-1 through Bio-3, there would be no expected significant impacts related to interfering substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. No further analysis is warranted.

- (e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

In accordance with the Los Angeles County Oak Tree Ordinance, any project work that occurs within 5 feet of a protected oak tree's dripline, whose diameter is at least 8 inches at 4.5 feet above natural grade or multi-trunk with a combined diameter of 12 inches, or 15 feet from the trunk of the oak, whichever distance is greater, constitutes an impact to the oak tree. The proposed project has the potential to impact oak trees within the project site. In order to mitigate the potential impact to oak trees located within the proposed project area, Environmentally Sensitive Area fencing shall be placed around the driplines or trunks of protected oak trees within and adjacent to the limits of disturbance such that no work shall occur within the protected area. This would provide full avoidance of direct impacts to oak trees protected by the County Oak Tree Ordinance. If this is infeasible because work cannot be avoided within the protected zone, an oak tree permit shall be obtained from the County Forester and Fire Warden.

Based on a combination of field investigations and a review of the Conservation element of the County of Los Angeles General Plan⁹ and Tujunga / Pacoima Watershed Plan,¹⁰ the proposed project would not conflict with any other local policies or ordinances protecting biological resources. Therefore, with incorporation of mitigation measure Bio-4, there would be no other expected impacts to biological resources related to conflicts with any local policies or ordinances protecting biological resources. No further analysis is warranted.

- (f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The proposed project would not be expected to conflict with the provisions of any adopted Habitat Conservation Plan or Natural Community Conservation Plans. Based on review of existing and potential Habitat Conservation Plan and Natural Community Conservation Plan boundaries pursuant to U.S. Fish and Wildlife Service and CDFG, respectively, it was determined that the proposed project site is not within the boundaries of any Habitat Conservation Plan or Natural Community Conservation Plan.^{11,12} Therefore, there would be no expected impacts to biological resources related to conflicts with the provisions of any adopted Habitat Conservation Plan or Natural Community Conservation Plans. No further analysis is warranted.

⁹ County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

¹⁰ County of Los Angeles Department of Regional Planning. April 2008. *Tujunga / Pacoima Watershed Plan 2008*. Available at: http://www.theriverproject.org/tujungawash/finalplan/TujungaPacoimaWatershedPlan0408_web.pdf

¹¹ California Department of Fish and Game. Accessed 6 August 2010. "Natural Community Conservation Planning." Web site. Available at: <http://www.dfg.ca.gov/nccp/>

¹² U.S. Fish and Wildlife Service, Carlsbad Fish and Wildlife Office. Accessed 6 August 2010. "Habitat Conservation Plans." Web site. Available at: <http://www.fws.gov/ventura/endangered/hconservation/HCP.html>

3.5 CULTURAL RESOURCES

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact to cultural resources, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act Guidelines. Cultural resources at the proposed project site were evaluated with regard to a query of the South Central Coastal Information Center (SCCIC), located at California State University, Fullerton, for archaeological and historical resources; the Natural History Museum of Los Angeles County for paleontological resources; and the Native American Heritage Commission (NAHC) for Native American cultural resources and sacred sites. The U.S. Geological Survey 7.5-minute series Sunland, California, topographic quadrangle map maintained by the SCCIC, documenting locations of previously recorded cultural resources and previously conducted cultural resources investigations, was reviewed. The California Historical Resources Information System Historic Resources Inventory database was consulted to ascertain the presence of historical resources listed in or determined eligible for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR), or designated as California Historical Landmarks or Points of Historical Interest. Published and unpublished literature was reviewed. In addition, a site visit was conducted that encompassed the proposed project site and the surrounding area.

State CEQA Guidelines recommends the consideration of four questions when addressing the potential for significant impacts to cultural resources.

Would the proposed project have any of the following effects:

- (a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

The proposed project would not be expected to result in impacts to cultural resources related to a substantial adverse change in the significance of a historical resource. The results of the records search conducted in September 2010 indicate that there are no properties either listed in or eligible for listing in the NRHP or CRHR located on the project area or within 1 mile of the proposed project area.^{1,2}

The proposed project area contains one 1930s era bridge, Bridge No. 53C0969, which was previously evaluated by the California Department of Transportation (Caltrans) Statewide Historic Bridge Inventory Update of 2003–2006.³ The Caltrans Statewide Historic Bridge Inventory Update included all bridges on state highways and local roads that were built before 1960. Individual evaluations were prepared for only a small number (about 700) of the pre-1960 bridges. The remaining bridges were assigned Category 5 (ineligible for NRHP listing) status without being individually surveyed, as these bridges were determined to be typical examples of common bridge types. The State Historic Preservation Officer (SHPO) concurred with this methodology and accepted the results of the Caltrans Statewide Historic Bridge Inventory Update. Constructed in

¹ South Central Coastal Information Center, California State University, Fullerton. September 2010. Contact: Stacy St. James, Coordinator, 800 North State College Blvd., Fullerton, CA 92834-6846.

² U.S. Geological Survey. 1995. *7.5-Minute Series, Sunland, California, Topographic Quadrangle*. Reston, VA.

³ JRP Historical Consulting. April 2004. *Caltrans Historic Bridge Inventory Update: Timber Truss, Concrete Truss, and Suspension Bridges*. Contract: 43A0089, Task Order: 01. Prepared for: California Department of Transportation, Environmental Program.

1931, Bridge No. 53C0969 was assigned Category 5 status in the Caltrans Statewide Historic Bridge Inventory Update and was therefore, determined ineligible for NRHP listing by the SHPO as a consensus determination for all Category 5 status bridges.⁴ In October 2009, Caltrans reviewed the proposed project and determined that “there is zero possibility that any cultural resources eligible for or listed on either the National Register of Historic Places or the California Register of Historical Resources would be affected by the proposed undertaking.”⁵

A typical example of a timber A-frame truss bridge from the 1930s, Bridge No. 53C0969 does not appear to meet the threshold of significance for the CRHR. The bridge is not associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States or with the lives of persons important to local, California or national history (Criteria 1 and 2 for listing in the CRHR). Bridge No. 53C0969 also does not exhibit the distinctive characteristics of a type, period, region or method of construction, or represent the work of a master. Alterations in 1954 and 1959, which included widening the bridge, replacement of outside sheathing, floor beams, and stingers, have compromised the bridge’s integrity (CRHR Criterion 3).⁶

There are no other historical resources located within the proposed project Area of Potential Effect (APE). Bridge No. 53C0969 has been determined ineligible for the NRHP and does not appear to be eligible for the CRHR. The proposed project would not be expected to directly or indirectly affect or destroy a historical resource. Therefore, there would be no expected impacts to cultural resources related to a substantial adverse change in the significance of a historical resource. No further analysis is warranted.

(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

The proposed project may result in substantial adverse changes to cultural resources related to a significant archeological resource; these changes are expected to be mitigated to below the level of significance through the incorporation of mitigation measures. The results of the records search conducted on September 9, 2010, at the SCCIC indicate that one prehistoric cultural resource has been recorded within 1 mile of the proposed project site. A site reconnaissance conducted on September 8, 2010, did not indicate the presence of any surface artifacts within the proposed project site.⁷ Coordination undertaken with the NAHC did not identify the presence of known Native American sacred sites within the project vicinity (Appendix B, *Cultural Resources Coordination*). According to the NAHC, no Native American cultural resources have been recorded in the Sacred Lands File on or within 0.5 mile of the proposed project site.⁸

⁴ California Department of Transportation. Updated 2006. Historic Bridge Inventory Update. Available at: <http://www.dot.ca.gov/hq/structur/strmaint/historic.htm>

⁵ California Department of Transportation, District 7 (Claudia Harbert). 22 October 2009. Memorandum to Quint Chemnitz, Environmental Planner. Subject: Section 106 Compliance – Screened Undertaking per 2004 Programmatic Agreement.

⁶ JRP Historical Consulting. April 2004. *Caltrans Historic Bridge Inventory Update: Timber Truss, Concrete Truss, and Suspension Bridges*. Contract: 43A0089, Task Order: 01. Prepared for: California Department of Transportation, Environmental Program.

⁷ Sapphos Environmental, Inc. 28 February 2011. Memorandum for the Record 1012-040.M02: Cultural Resources Evaluation for Little Tujunga Canyon Road Bridge over Pacoima Creek. On file at Sapphos Environmental, Inc., Pasadena, CA.

⁸ Singleton, Dave, Native American Heritage Commission, Sacramento, CA. 21 September 2010. Letter to Chris Purtell, Sapphos Environmental, Inc., Pasadena, CA.

However, upon the recommendation of the NAHC, further information was requested from eight tribal contacts. To date, one reply has been received. The Gabrieleno Band of Mission Indians identified the presence of three prehistoric villages in the vicinity of the Pacoima Creek Bridge (Appendix B); as a result, the proposed project site has been determined to be located within a highly sensitive cultural area.⁹ However, the letter received did not provide data or concern about the development of the site, with regard to historic resources.

The proposed project site consists of a 65-foot long by 35-foot wide roadway over a wash that would not be expected to contain archaeological resources due to the level of disturbance that has already occurred in association with the construction, widening, and strengthening of existing Bridge No. 53C0969, the demolition of nearby structures, and natural erosion. Ground-disturbing activities associated with construction of the proposed project would occur primarily within the right-of-way of the existing roadway; therefore, the proposed project is unlikely to impact native soils. However, the presence of known cultural resources in the vicinity indicates that unknown archaeological resources may be encountered during ground-disturbing activities. Therefore, the proposed project could result in impacts to cultural resources related directly or indirectly to the destruction of significant archaeological resources. Incorporation of mitigation measure Cultural-1 would avoid significant impacts to archaeological resources through the requirement for monitoring of excavations in native soils by a qualified archaeologist and a Native American monitor.

- (c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The proposed project would not be expected to have a significant impact to cultural resources related directly or indirectly to the destruction of a unique paleontological resource or unique geologic feature. A paleontological records search revealed no known vertebrate fossil localities recorded within the proposed project area.

The geology of the proposed project area is composed of bedrock deposits of plutonic igneous rocks, and surficial deposits of younger Quaternary gravel derived as fluvial deposits from the Ant Canyon drainage. The plutonic igneous rocks will not contain any recognizable fossils and the younger Quaternary gravel will not contain significant vertebrate fossils. There are also no records of any vertebrate fossil localities nearby from these types of deposits.

The proposed project area has been substantially disturbed. The existing bridge was constructed in 1931 on fill material. The proposed project would require the excavation of 1,750 cubic yards. Surface grading or shallow excavations in the proposed project area are unlikely to encounter significant vertebrate fossils in the younger Quaternary gravel. Therefore, project impacts to paleontological resources would be less than significant.

- (d) Disturb any human remains, including those interred outside of formal cemeteries?

The proposed project would not be expected to directly or indirectly disturb human remains, including those interred outside of formal cemeteries; however, should there be an unexpected discovery of human remains during construction, implementation of mitigation measure Cultural-1 would reduce impacts to below the level of significance. A site visit conducted on September 8,

⁹ Salas, Andy, Chairman, Gabrieleno Band of Mission Indians. 4 October 2010. E-mail to Roberta Thomas, Sapphos Environmental, Inc., Pasadena, CA.

2010, revealed that the proposed project area has been substantially disturbed due to repeated grading and construction activities. The results of the archaeological record search and review of historic maps,¹⁰ and the NAHC Sacred Lands File search,¹¹ indicate that no historic period or known Native American burial grounds are located within the area of the proposed project.¹² However, the proposed project area is located within a highly sensitive Native American cultural area related to at least three prehistoric village sites.¹³ While there are no known burial sites located within the proposed project site or within a 1-mile radius, there would be potential disruption of human remains from an unanticipated discovery during ground-disturbing activities related to the proposed project. Incorporation of mitigation measure Cultural-1 would avoid significant impacts to human remains through the requirement for monitoring of ground-disturbing activities by a qualified Native American monitor and the retention of a qualified architect on call to assess any unexpected discovery of cultural materials, including human remains.

¹⁰ U.S. Geological Survey. 1995. *7.5-Minute Series, Sunland, California, Topographic Quadrangle*. Reston, VA.

¹¹ Singleton, Dave, Native American Heritage Commission, Sacramento, CA. 21 September 2010. Letter to Chris Purtell, Sapphos Environmental, Inc., Pasadena, CA.

¹² The NAHC has provided a list of eight Native American culturally affiliated tribes and individuals for consultation. There has been one reply received from these individuals as of October 18, 2010.

¹³ Salas, Andy, Chairman, Gabrieleno Band of Mission Indians. 4 October 2010. E-mail to Roberta Thomas, Sapphos Environmental, Inc., Pasadena, CA.

3.6 GEOLOGY AND SOILS

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact to geology and soils, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹ Geology and soils at the proposed project site were evaluated with regard to County of Los Angeles General Plan,² U.S. Geological Survey (USGS) 7.5-minute series Sunland topographic quadrangle in which the proposed project site is located, California Geological Survey,³ and most recent Alquist-Priolo Earthquake Fault Zoning (APEFZ) Maps.⁴

The State CEQA Guidelines recommend the consideration of seven questions when addressing the potential for significant impact to geology and soils any of the following:

Would the proposed project have any of the following effects:

- (a) Exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning (APEFZ) Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

The proposed project would be expected to result in less than significant impacts from exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault. There are no known surface faults within the proposed project site, and the proposed project location does not lie within an APEFZ.⁵ The closest faults include the Soledad Fault located to the northwest in the Angeles National Forest, the San Fernando Fault located to the southwest near State Route (SR) 210, the San Andreas Fault, the Holster Fault located south and southwest of the project site near SR 210.⁶ Conformance of the proposed project with applicable recommendations outlined in the engineer's report completed for the proposed project would ensure bridge strength and stability to acceptable levels under current engineering practices and State and County building codes.⁷ Therefore, the proposed project would be expected to result in less than significant impacts from exposing people or structures to potential substantial adverse effects involving rupture of a known earthquake fault. No further analysis is warranted.

¹ *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

³ California Geological Survey. Web site. Available at: <http://www.consrv.ca.gov/cgs>

⁴ California Geological Survey. Web site. Available at: <http://www.consrv.ca.gov/cgs>

⁵ California Department of Conservation. Alquist-Priolo Earthquake Fault Zoning Maps. Available at: http://www.quake.ca.gov/gmaps/ap/ap_maps.htm

⁶ California Department of Conservation. 2010 Fault Activity Map of California. Available at: <http://www.quake.ca.gov/gmaps/FAM/faultactivitymap.html>

⁷ County of Los Angeles Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632*.

ii) Strong seismic ground shaking?

The proposed project would be expected to result in less than significant impacts from exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. The proposed project site is located more than 15 miles from the San Andreas Fault, but is not located within an APEFZ.⁸ Conforming to applicable recommendations set forth in the project specifications⁹ prepared for the proposed project would reduce impacts from strong seismic ground shaking to acceptable levels under currently accepted engineering practices and State and County building codes. Therefore, the proposed project would be expected to result in less than significant impacts from exposing people or structures to potential substantial adverse effects involving related to strong seismic ground shaking. No further analysis is warranted.

iii) Seismic-related ground failure, including liquefaction?

The proposed project would be expected to result in less than significant impacts from exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. The final design plans will be approved by the County Department of Public Works Design Division. The final design plans include structural details to reduce potential impacts from strong seismic ground shaking to acceptable levels under currently accepted engineering practices and State and County building codes. Therefore, the proposed project would be expected to result in less than significant impacts from exposing people or structures to potential substantial adverse effects involving seismic-related ground failure, including liquefaction. No further analysis is warranted.

iv) Landslides?

The proposed project would be expected to result in less than significant impacts from exposing people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Although the California Geological Survey Seismic Hazards Zone Map of the Sunland topographic quadrangle indicates that the Little Tujunga Canyon Road site could be an area susceptible to landslides due to the presence of stream banks,¹⁰ conformance to the recommendations set forth in the engineer's report prepared for the proposed project would reduce these types of risks to an acceptable level.¹¹ Therefore, proposed project would be expected to result in less than significant impacts from exposing people or structures to potential substantial adverse effects involving landslides. No further analysis is warranted.

(b) Substantial soil erosion or the loss of topsoil?

The proposed project would be expected to result in less than significant impacts to geology and soils in relation to substantial soil erosion or the loss of topsoil. Prior to bridge construction,

⁸ California Department of Conservation. Alquist-Priolo Earthquake Fault Zoning Maps. Available at: http://www.quake.ca.gov/gmaps/ap/ap_maps.htm

⁹ County of Los Angeles Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632.*

¹⁰ California Geological Survey. 1999. Seismic Hazard Zone Map, Sunland Quadrangle. Available at: http://gmw.consrv.ca.gov/shmp/download/pdf/ozn_sunl.pdf

¹¹ County of Los Angeles Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632.*

existing topsoil, fill, pavement, wood, metal, and other debris, would be removed from the construction site. Only approved engineered fills that meet the Standard Specifications for Public Works Construction¹² would be used. The construction contractor would be required to conform to all grading and earthwork requirements set forth in the specifications for the proposed project.¹³ Compliance with these and other applicable requirements, including the County of Los Angeles Department of Public Works Construction Site Best Management Practices Manual¹⁴ would reduce impacts to below the level of significance. Thus, incorporation of best management practices (BMPs) and the project specifications would reduce potential impacts to an acceptable level. Therefore, the proposed project would be expected to result in less than significant impacts to geology and soils related to substantial soil erosion or the loss of topsoil. No further analysis is warranted.

- (c) Location on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The proposed project would be expected to result in less than significant impacts to geology and soils in relation to location on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. The final design plans will be approved by the County Department of Public Works Design Division. The final plans will incorporate structural details to reduce potential impacts from unstable soils to acceptable levels under currently accepted engineering practices and State and County building codes. Therefore, the proposed project would be expected to result in less than significant impacts to geology and soils related to location on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. No further analysis is warranted.

- (d) Location on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The proposed project would not be expected to result in impacts to geology and soils in relation to location on expansive soil creating substantial risks to life or property. The results of the test borings conducted as part of the geotechnical investigation at the proposed project site indicate that expansive soils are not present. Therefore, there would be no expected impacts to geology and soils related to location on expansive soil creating substantial risks to life or property. No further analysis is warranted.

- (e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?

The proposed project would not be expected to result in impacts to geology and soils in relation to being located on soils incapable of adequately supporting the use of septic tanks or alternative

¹² BNi Building News. 2006. *Standard Specifications for Public Works Construction*, 2006 Edition.

¹³ County of Los Angeles Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632*.

¹⁴ County of Los Angeles Department of Public Works. September 2007. *Construction Site Best Management Practices Manual*. Los Angeles, CA.

wastewater disposal systems where sewers are not available for the disposal of wastewater. The proposed project entails a bridge replacement and there are no planned facilities that require a wastewater disposal system. Therefore, the proposed project would not be expected to result in impacts to geology and soils related to the adequate use of septic tanks or alternative wastewater disposal systems. No further analysis is warranted.

3.7 GREENHOUSE GAS EMISSIONS

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have significant environmental impacts due to greenhouse gas (GHG) emissions that would require the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹ The proposed project is located in the South Coast Air Quality Management District (SCAQMD) portion of the South Coast Air Basin (SCAB). The SCAQMD has not adopted significance thresholds for the evaluation of GHG emissions under CEQA. GHG emissions generated by the proposed project were evaluated based on guidance provided by regulatory publications from the California Air Pollution Control Officers Association (CAPCOA);² the State Office of the Attorney General;³ California Air Resources Board (CARB);⁴ and the Governor's Office of Planning and Research (OPR).⁵ According to the California Global Warming Solutions Act of 2006 [Assembly Bill (AB) 32], GHG emissions are defined as emissions of the following gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The U.S. Environmental Protection Agency (EPA) has reported that the majority of GHG emissions in the United States can be attributed to the energy sector, which accounted for 86.3 percent of total GHG emissions in 2007 due to stationary and mobile fuel combustion.⁶ The industrial sector accounted for 4.9 percent of GHG emissions in 2007.⁷

State CEQA Guidelines recommend the consideration of two questions when addressing the potential for significant impacts to GHG emissions.

Would the proposed project:

- (a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The proposed project would be expected to result in less than significant impacts related to the generation of GHG emissions, either directly or indirectly, that may have a significant impact to the environment.

The primary contributors of GHG emissions for the proposed project would include the use of construction equipment and automobiles for the construction workers' daily commute trips. However, given the relatively small area that would be scheduled for construction activities

¹ California Code of Regulations. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² California Air Pollution Control Officers Association. January 2008. *CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. Sacramento, CA.

³ California Department of Justice, Office of the Attorney General. 21 May 2008 (Updated 26 September 2008). *The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level*. Sacramento, CA.

⁴ California Air Resources Board. 24 October 2008. *Preliminary Draft Staff Proposal: Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act*. Available at: <http://www.arb.ca.gov/cc/localgov/ceqa/meetings/102708/prelimdraftproposal102408.pdf>

⁵ California Governor's Office of Planning and Research Technical Advisory. 19 June 2008. *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*. Sacramento, CA.

⁶ U.S. Environmental Protection Agency. April 2009. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2007*. Washington, DC.

⁷ U.S. Environmental Protection Agency. April 2009. *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2007*. Washington, DC.

(approximately 100 feet on each side of the bridge) and the relatively short (approximately 8 to 9 months) duration of construction activities for the proposed project, emissions of GHGs associated with construction of the proposed project would be expected to be below the level of significance. The use of construction equipment would occur only in the short-term and the construction contractor would implement best management practices (BMPs) during construction (such as reducing queuing and idling time) that would further reduce this potential impact.

There are currently no established thresholds of significance for evaluating GHG emissions under CEQA in the County or the SCAQMD. No federal or State agency (e.g., U.S. EPA, CARB, or SCAQMD) responsible for managing air quality emissions in the County has adopted a GHG emission significance threshold that may be used in reviewing newly proposed projects.

CAPCOA has considered several approaches to consider potential cumulative significance of projects with respect to GHGs.⁸ GHG impacts are exclusively cumulative impacts; there are no noncumulative GHG emission impacts from a climate change perspective. A zero threshold approach can be considered based on the concept that climate change is a global phenomenon and all GHG emissions generated throughout the Earth contribute to climate change. However, State CEQA Guidelines also recognizes that there may be a point where a project's contribution, although above zero, would not be a considerable contribution to the cumulative impact [CEQA Guidelines, Section 15130 (a)]. Therefore, a threshold of greater than zero is considered more appropriate for the analysis of GHG emissions under CEQA. CAPCOA's summary of suggested thresholds for GHG emissions includes efficiency-based thresholds, quantitative emission limits, and limits on the size of projects (Table 3.7-1, *CAPCOA-Suggested Thresholds for Greenhouse Gases*).

**TABLE 3.7-1
CAPCOA-SUGGESTED THRESHOLDS FOR GREENHOUSE GASES**

Threshold Type	Development Captured by GHG Threshold
Quantitative (900 metric tons)	~ 900 metric tons CO _{2e} /year for residential, office, and nonoffice commercial projects
Quantitative CARB Reporting Threshold/Cap and Trade	Report: 25,000 metric tons CO _{2e} /year Cap and Trade: 10,000 metric tons CO _{2e} /year
Quantitative Regulated Inventory Capture	~ 40,000 - 50,000 metric tons CO _{2e} /year
Unit-Based Threshold Based on Market Capture	Commercial space > 50,000 square feet
Projects of Statewide, Regional or Areawide Significance	Residential development > 500 units Shopping center/business establishment > 500,000 square feet Commercial office space > 250,000 square feet Industrial park > 600,000 square feet

SOURCE: California Air Pollution Control Officers Association. January 2008. *CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. Sacramento, CA.

⁸ California Air Pollution Control Officers Association. January 2008. *CEQA and Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*. Sacramento, CA.

The proposed project was evaluated in relation to the CAPCOA's recommended quantitative threshold of approximately 900 metric tons per year, as that is the most conservative nonzero threshold that CAPCOA considered.

Based on the construction scenario described in Section 1.0, *Project Description*, the proposed project's daily construction emissions were estimated using the URBEMIS 2007 emissions model (Table 3.7-2, *Estimated Daily Construction Emissions*). The daily construction emissions associated with the proposed project's construction activities would be expected to be a maximum of 2,625.97 pounds per day, which is equivalent to a total of 80.07 metric tons for the entire duration of construction. Emissions of 80.07 metric tons over a period of 8 to 9 months would be expected to be less than significant in comparison to a suggested quantitative threshold of 900 metric tons per year.

**TABLE 3.7-2
ESTIMATED DAILY CONSTRUCTION EMISSIONS**

Construction Phase	Construction Emissions	
	Pounds/Day	Metric Tons/Day
Demolition	1,402.82	0.64
Mass Site Grading	2,625.97	1.19
Fine Site Grading	2,371.66	1.08
Trenching	1,838.98	0.83
Building Construction	1,069.51	0.49
Paving	1,210.06	0.55
Maximum Total (based on 110 days of construction)	176,529.70 pounds	80.07

SOURCE: Sapphos Environmental, Inc. 22 September 2010. URBEMIS 2007 Model Output. Pasadena, CA.

During the operational phase of the proposed project there would be no expected increase in electricity consumption or vehicle miles traveled in comparison to existing conditions. Therefore, there would be no expected increase in GHG emissions associated with operation of the proposed project. Since the proposed project would not generate a significant number of vehicle miles traveled beyond the existing conditions and would not promote employment or population growth, the proposed project would be expected to cause a less-than-significant cumulative GHG emission impact, when considered on a regional scale. The proposed project entails replacing an out-of-date bridge with an upgraded new bridge, and would not be inconsistent with the policies, plans, and regulations for air quality set forth by the County and incorporated cities. Any related projects in the unincorporated territory of the County must also comply with the County's GHG emission regulations. Cumulative GHG emissions due to construction and operation of the proposed project would be considered to be below the level of significance. Therefore, the proposed project would be expected to result in less than significant impacts related to direct or indirect generation of GHG emissions. No further analysis is warranted.

- (b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The proposed project would be expected to result in less than significant impacts related to conflicting with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

The County Board of Supervisors adopted a countywide energy and environmental policy (Policy No. 3.045) for the development, implementation, and enhancement of energy conservation and environmental programs within the County.⁹ Assembly Bill (AB) 32 established the goal of reducing GHG emissions in California to the year 1990 levels by 2020. The proposed project's incremental impact to GHG emissions would be considered to conflict with the goals of AB 32 and Policy No. 3.045 if the size, nature, or duration of the construction phase would generate a substantial amount of GHG emissions. The proposed project would take approximately 8 to 9 months to complete and would cover an area of up to 100 feet on each side of the bridge. Heavy-duty construction equipment would be operated during construction. The construction duration, the relatively small area under construction, and the nature of the construction activities would be expected to generate GHG emissions, but these emissions would be temporary and would not be considered significant on a regional scale (Table 3.7-2). Therefore, construction activities would not conflict with AB 32 or Policy No. 3.045.

There would be no expected significant increases in GHG emissions during the operational phase of the proposed project. Operation of the proposed bridge replacement project would not be expected to increase electricity use or vehicle miles traveled compared to existing conditions. Operation of the proposed project would not potentially result in impacts to GHG emissions with respect to the issue of potential conflict with the State's goal of reducing GHG emissions in California to 1990 levels by 2020. Therefore, the proposed project would not be expected to result in significant impacts to GHG emissions related to creating a conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. No further analysis is warranted.

⁹ County of Los Angeles Board of Supervisors. 19 December 2006. "Policy No. 3.045, Energy and Environmental Policy." *County of Los Angeles Board of Supervisors Policy Manual*. Available at: <http://countypolicy.co.la.ca.us/>

3.8 HAZARDS AND HAZARDOUS MATERIALS

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact to hazards and hazardous materials, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹

Hazardous wastes are by-products of society that can pose a substantial or potential hazard to human health or the environment when improperly managed. Hazardous wastes possess at least one of four characteristics (ignitability, corrosivity, reactivity, or toxicity), and appear on special Environmental Protection Agency (EPA) lists.² Hazards and hazardous materials at the proposed project site were evaluated based on expert opinion supported by facts, review of accessible on-line environmental databases,^{3,4} review of the project-specific surveys for lead based paint (LBP) and treated wood,⁵ and review of the County of Los Angeles General Plan.⁶

State CEQA Guidelines recommend the consideration of eight questions when addressing the potential for significant impact to hazards and hazardous materials:

Would the proposed project have any of the following effects:

- (a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The proposed project would be expected to result in less than significant impacts to hazards and hazardous materials with respect to creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The proposed project would involve the use of minimal hazardous materials for the maintenance of construction equipment during the construction phase, which may include standard cleaning materials, lubricants, fuels, and oils. The transport, use, and disposal of these materials are regulated by specific government and the proposed project would not entail use of such materials beyond regulated parameters. Therefore, the proposed project would not be expected to result in significant impacts to hazards and hazardous materials related to creating a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No further analysis is warranted.

¹ *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² *Code of Federal Regulations*. Title 40, Chapter 1, Part 261.

³ California Environmental Protection Agency, Department of Toxic Substances Control. *Cortese Database*. Accessed 16 September 2010: Available at: <http://www.envirostor.dtsc.ca.gov/public/>

⁴ California Emergency Management Agency. Accessed 16 September 2010. "Hazardous Material Spills." Available at: <http://www.calema.ca.gov/PlanningandPreparedness/Pages/Hazardous-Materials.aspx>

⁵ County of Los Angeles, Department of Public Works, Construction Division, Environmental Compliance (Nadine Doughman). 4 August 2010. *Lead-Based Paint and Treated Wood Survey: Little Tujunga Canyon Road over Pacoima Creek*.

⁶ County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

- (b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous material?

The proposed project would be expected to have a less than significant impact to hazards and hazardous materials related to the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. The proposed bridge replacement project would require construction activities within the streambed of Pacoima Creek, a stream designated with a variety of existing and potential beneficial uses.⁷ Hazardous substances are known to be present in the existing bridge structure, specifically lead-based paint (steel structures) and creosote (wood structures).⁸ A survey for lead-based paint and treated wood was conducted at the proposed project site.⁹ Paint and treated wood samples were collected from accessible areas under the bridge and on the surface of the bridge. Based on a comparison of analytical testing results to the hazardous waste thresholds listed by the State of California and Resource Conservation and Recovery Act (RCRA), the treated wood waste (TWW) from the bridge samples do not appear to be a RCRA hazardous waste.¹⁰ However, the TWW should be disposed of in accordance with the Alternative Management Standards described in CCR, Title 22, Division 4.5, Chapter 34, and all other local, State, and federal requirements for the proper waste loading, transportation, and disposal of TWW materials.

Renovation or demolition of architectural or structural components coated with LBP or other lead-containing materials will require workers who are properly certified, trained, and employ proper work methods and protective equipment to minimize exposure to themselves and the surrounding environment.¹¹ The contractor would be required to conduct removal, handling, and disposal of these materials in accordance with existing federal, State, and County laws regulating hazardous wastes.¹²

The proposed project site is not listed on the Cortese Hazardous Waste and Substances Site List database,¹³ nor are there any recorded hazards spills¹⁴ at the existing bridge site. The proposed project is located in a rural area of the County and not in an industrial/urban area with a history of past industrial uses. Therefore, it is unlikely that hazardous materials unrelated to existing bridge materials would be encountered during construction of the proposed project.

⁷ California Regional Water Quality Control Board. Updated December 2005. *Water Quality Control Plan for the Los Angeles Region June 13, 1994 and as Amended*. Available at: http://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.shtml

⁸ County of Los Angeles, Department of Public Works, Construction Division, Environmental Compliance (Nadine Doughman). 4 August 2010. Lead-Based Paint and Treated Wood Survey: Little Tujunga Canyon Road over Pacoima Creek.

⁹ County of Los Angeles, Department of Public Works, Construction Division, Environmental Compliance (Nadine Doughman). 4 August 2010. Lead-Based Paint and Treated Wood Survey: Little Tujunga Canyon Road over Pacoima Creek.

¹⁰ County of Los Angeles, Department of Public Works, Construction Division, Environmental Compliance (Nadine Doughman). 4 August 2010. Lead-Based Paint and Treated Wood Survey: Little Tujunga Canyon Road over Pacoima Creek.

¹¹ County of Los Angeles, Department of Public Works, Construction Division, Environmental Compliance (Nadine Doughman). 4 August 2010. *Lead-Based Paint and Treated Wood Survey: Little Tujunga Canyon Road over Pacoima Creek*.

¹² County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

¹³ California Environmental Protection Agency, Department of Toxic Substances Control. Accessed 16 September 2010. *Cortese Database*. Available at: <http://www.envirostor.dtsc.ca.gov/public/>

¹⁴ California Emergency Management Agency. Accessed on 16 September 2010. "Hazardous Material Spills." Available at: <http://www.calema.ca.gov/PlanningandPreparedness/Pages/Hazardous-Materials.aspx>

As stated above, the proposed project would involve the use of minimal hazardous materials during the construction phase, which may include standard cleaning materials, lubricants, and oils. There are specific government regulations restricting the transport, use, and disposal of these hazardous materials, and the proposed project would not entail use of such materials beyond regulated parameters. The proposed project would comply with all federal, State, County, and local laws regulating hazardous materials and wastes.¹⁵ Impacts to hazards and hazardous materials in relation to the creation of a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous material would be below the level of significance. No further analysis is warranted.

- (c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The proposed project would not be expected to result in impacts to hazards and hazardous materials with respect to the emission of hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. There are no existing or proposed schools located within 0.25 mile of the proposed project. Therefore, the proposed project would not be expected to result in impacts to hazards and hazardous materials with respect to the emission of hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. No further analysis is warranted.

- (d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to the Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?

The proposed project would not be expected to result in impacts to hazards and hazardous materials such that the proposed project is located on a site, which is included on a list of hazardous materials sites. As noted above, there are no reported hazardous waste sites or spill incidents at the proposed project site.^{16,17} Therefore, the proposed project would not be expected to result in impacts to hazards and hazardous materials related to location on a hazardous materials site. No further analysis is warranted.

- (e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The proposed project would not be expected to result in impacts to hazards and hazardous materials in relation to proximity to an airport and the safety hazard for people residing or working in the project area. The proposed project is not located within an airport land use plan or within 2 miles of a public airport or a public use airport. The nearest public airport is Whiteman Airport, which is under contract with the County of Los Angeles, located in the San Fernando Valley approximately 6 miles south-southwest of the proposed project site. The proposed project is a

¹⁵ County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

¹⁶ California Environmental Protection Agency, Department of Toxic Substances Control. Accessed 16 September 2010. *Cortese Database*. Available at: <http://www.envirostor.dtsc.ca.gov/public/>

¹⁷ California Emergency Management Agency. Accessed 16 September 2010. "Hazardous Material Spills." Available at: <http://www.calema.ca.gov/PlanningandPreparedness/Pages/Hazardous-Materials.aspx>

bridge replacement; no hazardous materials would be located at the site following project completion. Therefore, the proposed project would not be expected to result in expected impacts to hazards and hazardous materials in relation to the proximity from an airport and the safety hazard for people residing or working in the project area. No further analysis is warranted.

- (f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The proposed project would not be expected to result in impacts to hazards and hazardous materials due to proximity of a private airstrip and the potential for safety hazards for people residing or working in the project area. There are no private airstrips within 2 miles of the proposed project area. The nearest private airstrip is Agua Dulce Airport located approximately 11 miles north of the proposed project site. Therefore, the proposed project would not be expected to result in impacts to hazards and hazardous materials due to the project vicinity within a private airstrip and the potential for safety hazards for people residing or working in the project area. No further analysis is warranted.

- (g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project would be expected to result in less than significant impacts to hazards and hazardous materials from impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan. The proposed project entails replacement of a bridge and would be consistent with the Safety element of the Los Angeles County General Plan.¹⁸ During construction of the proposed project, one lane of the bridge would be maintained for pass-through traffic and emergency access vehicles. As a standard requirement, the County of Los Angeles Department of Public Works would prepare a Construction Traffic Control Plan. Construction of the proposed project would improve emergency access and reliability by increasing the current bridge structure width and replacing the existing wood structure with a more fire-resistant concrete structure. Therefore, the proposed project would be expected to result in less than significant impacts related to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan. No further analysis is warranted.

- (h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The proposed project would not be expected to result in impacts related to exposing people or structures to a significant risk of loss, injury, or death involving wildland fires. The proposed project area is characterized as a "Very High Fire Hazard Severity Zone."¹⁹ However, the proposed project is a bridge replacement that would result in the removal of flammable wooden elements of the existing bridge and the new bridge, once constructed, would not involve hazards or the use of hazardous material that would cause a wildfire. The proposed project construction would meet all requirements of Los Angeles County General Plan with regard to the use of small quantities of

¹⁸ County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

¹⁹ California Department of Forestry and Fire Protection. Los Angeles County Natural Hazard Disclosure (Fire) Map. Available at: <http://www.fire.ca.gov/ab6/nhd19.pdf>

hazardous materials that may be present during construction of the bridge. The proposed project would conform to County Fire Codes and U.S. Forest Service Fire Plan. Therefore, the proposed project would be expected to result in less than significant impacts to exposure of people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. No further analysis is warranted.

3.9 HYDROLOGY AND WATER QUALITY

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact to hydrology and water quality, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹ Hydrology and water quality at the proposed project site were evaluated with regard to the Los Angeles County General Plan,² State of California Regional Water Quality Control Board Basin Plan for the Los Angeles Region,³ National Flood Insurance Program Flood Insurance Rate Maps for Los Angeles County,⁴ and the U.S. Geological Survey (USGS) 7.5-minute series Sunland topographic quadrangle for the proposed project area.⁵ In addition, best management practices (BMPs) and project specifications are included as project features in Section 1.0, *Project Description*, to ensure compliance with all government regulations.

State CEQA Guidelines recommend the consideration of 10 questions when addressing the potential for significant impacts to hydrology and water quality:

Would the proposed project have any of the following effects:

- (a) Violate any water quality standards or waste discharge requirements?

The proposed project would be expected to result in less than significant impacts to hydrology and water quality in relation to violating any water quality standards or waste discharge requirements. The proposed project would span Pacoima Creek, a drainage currently spanned by the existing bridge that is 53 feet long and 26 feet wide. The Regional Water Quality Control Board Los Angeles (LA-RWQCB) Basin Plan lists present and potential beneficial uses for Pacoima Creek including potential beneficial use for municipal or domestic water supply, and existing beneficial uses for ground water recharge, contact and non-contact recreation, cold and warm water habitat, wildlife habitat, and wetland habitat. In addition, Pacoima Creek supports habitats necessary for the survival and successful maintenance of plant or animal species established as rare, threatened, or endangered, and high-quality aquatic habitats suitable for preproduction and early development of fish.⁶ The construction of the replacement bridge could contribute to erosion, sediment-laden runoff, discharge of storm water runoff from the proposed project work area, and other water quality-related events that would have the potential to violate water quality standards or waste discharge requirements. As specified in Section 1.0, the proposed project contractor would be required to implement BMPs that meet the requirements of responsible agencies to reduce or

¹ *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

³ California Regional Water Quality Control Board. Updated December 2005. *Water Quality Control Plan for the Los Angeles Region June 13, 1994 and as Amended*. Available at: http://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.shtml

⁴ Federal Emergency Management Agency. Flood Maps. Available at: <http://www.fema.gov/hazard/map/index.shtm>

⁵ U.S. Geological Survey. 1995. *7.5-Minute Series, Sunland, California, Topographic Quadrangle*. Reston, VA.

⁶ California Regional Water Quality Control Board. Updated December 2005. *Water Quality Control Plan for the Los Angeles Region June 13, 1994 and as Amended*. Available at: http://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.shtml

eliminate discharges to Pacoima Creek, which would include diverting water flow during bridge construction. These performance measures include, but are not limited to, the following:⁷

- Sediments shall not be discharged to the storm drain system or receiving waters.
- Sediments generated on the project site shall be contained within the project site using appropriate BMPs.
- No construction-related materials, waste, spills, or residue shall be discharged from the project site to streets, drainage facilities, receiving waters, or adjacent property by wind or runoff.
- Non-storm-water runoff from equipment, vehicle washing, or any other activity shall be contained within the project site using appropriate BMPs.
- Erosion from exposed topsoil slopes and channels shall be prevented.

The contractor for the proposed project would be required to meet all permitted discharge requirements from responsible agencies. The proposed bridge would be designed to avoid and minimize the potential for post-construction erosion of the drainage features of Pacoima Creek. Therefore, the proposed project would be expected to result in less than significant impacts to hydrology and water quality in relation to violating any water quality standards or waste discharge requirements. No further analysis is warranted.

- (b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

The proposed project would be expected to result in less than significant impacts to hydrology and water quality in relation to groundwater supplies or groundwater recharge. Pacoima Creek is a groundwater recharge area;⁸ however, the proposed replacement bridge span would not contribute a significantly larger impervious area that would have a noticeable effect on the recharge to groundwater at the proposed project site. It is likely that groundwater will be encountered during bridge construction, and shoring and dewatering activities may be necessary. However, these activities would occur for a limited period of time and the contractor would be required to meet all federal, State, and local regulations regulating such activities including permitted discharge requirements. Therefore, the proposed project would be expected to result in less than significant impacts in significant impacts to hydrology and water quality in relation to groundwater supplies or groundwater recharge. No further analysis warranted.

- (c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?

The proposed project would be expected to result in less than significant impacts in relation to alteration of the existing drainage pattern of the site or area, including through the alteration of the

⁷ County of Los Angeles Department of Public Works. September 2007. *Construction Site Best Management Practices Manual*. Los Angeles, CA.

⁸ California Regional Water Quality Control Board. Updated December 2005. *Water Quality Control Plan for the Los Angeles Region June 13, 1994 and as Amended*. Available at: http://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.shtml

course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site. Construction of the proposed project would require various ground-disturbing activities to be carried out within the streambed and banks for Pacoima Creek. It is anticipated that the proposed project would require approximately 1,750 cubic yards (cy) of excavation and 600 cy of export; approximately 1,150 cy would be reused as fill.⁹ Improperly stabilized and restored banks could potentially cause future drainage problems, which could lead to erosion and siltation in Pacoima Creek. The proposed bridge replacement project would meet all technical design standards to minimize the potential for substantial erosion or siltation on or off site, consistent with currently accepted and County-approved engineering practices. As specified in Section 1.0, the proposed project contractor would be required to implement BMPs that meet the requirements of the responsible agencies. These performance measures include, but are not limited to, the following:¹⁰

- Erosion from exposed topsoil slopes and channels shall be prevented.
- Grading during the wet season shall be minimized. All erosion susceptible slopes shall be covered, planted, or protected in any way that prevents sediment discharge from the project site.

As such, the proposed project would be expected to result in less than significant impacts to hydrology and water quality in relation to the alteration of existing drainage patterns in a manner that would result in substantial erosion or siltation on or off site. No further analysis is warranted.

- (d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site?

The proposed project would be expected to result in less than significant impacts in relation to alteration of existing drainage patterns in a manner that would result in flooding on site or off site. As mentioned previously, construction of the proposed project would require various ground-disturbing activities within the streambed and banks for Pacoima Creek. It is anticipated that the proposed project would require approximately 1,750 cy of excavation and 600 cy of export; approximately 1,150 cy would be reused as fill.

Improperly stabilized and restored banks could potentially lead to drainage problems in Pacoima Creek. Implementation of technical design standards would ensure that the contractor for the bridge construction meets all appropriate bridge design specifications and BMPs that would minimize the potential impacts from construction to alter the drainage in a manner that would increase the potential for flooding to occur on site and off site.¹¹ As such, the proposed project would be expected to result in less than significant impacts to hydrology and water quality related to alteration of existing drainage patterns in a manner that would result in flooding on site or off site. No further analysis is warranted.

⁹ County of Los Angeles Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632.*

¹⁰ County of Los Angeles Department of Public Works. August 2010. *Construction Site Best Management Practices Manual.* Los Angeles, CA.

¹¹ County of Los Angeles Department of Public Works. August 2010. *Construction Site Best Management Practices Manual.* Los Angeles, CA.

- (e) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff?

The proposed project would be expected to result in less than significant impacts to hydrology and water quality in relation to exceeding the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff. The proposed project would entail the demolition of the existing bridge and the construction of a new bridge of equal capacity. No increase in storm water runoff would occur with operation of the proposed project. All construction would occur in accordance with BMPs¹² that require compliance with federal, State, and County guidelines, which would reduce the potential impacts related to demolition and construction. As specified in Section 1.0, the proposed project contractor would be required to implement BMPs¹³ that meet the requirements of responsible agencies. Therefore, the proposed project would be expected to result in less than significant impacts to hydrology and water quality related to exceeding the capacity of existing or planned stormwater drainage systems or providing substantial additional sources of polluted runoff. No further analysis is warranted.

- (f) Otherwise substantially degrade water quality?

The proposed project would be expected to result in less than significant impacts to hydrology and water quality in relation to substantial degradation of water quality. The construction of the proposed project would require diversion of the stream flow of Pacoima Creek around the bridge construction area. As noted above, the proposed project would be required to implement BMPs¹⁴ that would minimize the potential construction impacts that would cause degradation of water quality. The contractor for the proposed project would be required to meet all permitted discharge requirements from responsible agencies. If the project is active during the rainy season (October 1 to April 15), the contractor shall prepare an accumulated precipitation procedure (APP) for review and approval by the engineer before any discharge from the project. The APP shall describe the location of proposed discharges, the BMPs to prevent pollution (e.g., NS-2), and the actual equipment to be used. The APP shall be prepared and submitted in accordance with BMP NS-2, the County of Los Angeles Department of Public Works Construction Site BMP Manual (BMP Manual), and the Stormwater Pollution Prevention Plan (SWPPP) Preparation Manual. Therefore, the proposed project would be expected to result in less than significant impacts to hydrology and water quality related to substantial degradation of water quality. No further analysis is warranted.

- (g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The proposed project would not be expected to result in impacts to hydrology and water quality in relation to placement of housing within a 100-year flood hazard area. The proposed project entails replacement of a bridge and does not entail construction of housing. Therefore, the proposed project would not be expected to result in impacts to hydrology and water quality related to placement of housing within a 100-year flood hazard area. No further analysis is warranted.

¹² County of Los Angeles Department of Public Works. August 2010. *Construction Site Best Management Practices Manual*. Los Angeles, CA..

¹³ County of Los Angeles Department of Public Works. August 2010. *Construction Site Best Management Practices Manual*. Los Angeles, CA.

¹⁴ County of Los Angeles Department of Public Works. August 2010. *Construction Site Best Management Practices Manual*. Los Angeles, CA.

- (h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

The proposed project would be expected to result in less than significant impacts to hydrology and water quality in relation to placement of structures (other than housing) within a 100-year flood hazard area. The proposed project site is located within a 100-year flood zone adjacent and in the streambed of Pacoima Creek.¹⁵ However, the project proposes to demolish and replace an existing bridge with a new bridge that would improve clearance under the span for stream flow. The new bridge structure would be an improvement over existing conditions regarding its location within a 100-year flood zone. Therefore, the proposed project would be expected to result in less than significant impacts to hydrology and water quality related to placement of structures (other than housing) within a 100-year flood hazard area. No further analysis is warranted.

- (i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

The proposed project would not be expected to result in impacts to hydrology and water quality in relation to the failure of a levee or dam. The proposed project entails replacement of an existing bridge structure and there are no dams or levees in the immediate area of the proposed project site.¹⁶ Therefore, the proposed project would not be expected to result in impacts to hydrology and water quality related to the failure of a levee or dam. No further analysis is warranted.

- (j) Inundation by seiche, tsunami, or mudflow?

The proposed project would not be expected to result in impacts to hydrology and water quality in relation to inundation by seiche, tsunami, or mudflow. The proposed project entails replacement of an existing bridge over Pacoima Creek. The proposed project is not located near a coastline, lake and/or flood control basins, or other bodies of water.¹⁷ Slopes adjacent to the proposed project area are steep; however, construction of the project is restricted to the road right-of-way (ROW) and would not entail any disturbance to steep hillside slopes that could result in mudflows. Therefore, the proposed project would not be expected to result in impacts to hydrology and water quality related to inundation by seiche, tsunami, or mudflow. No further analysis is warranted.

¹⁵ Federal Emergency Management Agency. Flood Maps. Available at: <http://www.fema.gov/hazard/map/index.shtm>

¹⁶ U.S. Geological Survey. 1995. *7.5-Minute Series, Sunland, California, Topographic Quadrangle*. Reston, VA.

¹⁷ U.S. Geological Survey. 1995. *7.5-Minute Series, Sunland, California, Topographic Quadrangle*. Reston, VA.

3.10 LAND USE AND PLANNING

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact to land use, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹ Land use and planning adjacent to the proposed project site was evaluated with regard to the County of Los Angeles (County) General Plan,² adopted published maps, and other adopted plans.

State CEQA Guidelines recommend the consideration of three questions when addressing the potential for significant impacts to land use and planning.

Would the proposed project have the following effects:

- (a) Physically divide an established community?

The proposed project would not be expected to result in impacts to land use and planning through the physical division of an established community. The proposed project entails replacement of an existing bridge located in the roadway on Little Tujunga Canyon Road. The existing bridge structure is approximately 80 years old and has exceeded the typical service life of 75 years for bridge structures.³ The existing bridge is a single-span timber pony A-frame truss that is 53 feet long and 26 feet wide (widened in 1954) with a timber deck paved with asphalt supported by timber pile bent abutments with timber sheathing for backing and steel floor beams and stringers.⁴ As proposed, the project would replace the existing bridge with a new single-span precast, pre-stressed concrete girder bridge structure that would have a width of 32 feet and span of 65 feet. It is anticipated that approximately 200 feet of roadway reconstruction at both approach ends of the new bridge would be required. The proposed project would be implemented in two construction phases, thus limiting the amount and type of equipment needed at any given time and maintaining one open lane for traffic during the construction process. Implementation of the proposed project would not divide an established community, as it only involves replacing a bridge and roadway segment. Therefore, the proposed project would not be expected to result in impacts to land use and planning resulting in a physical division to the established community. No further analysis is warranted.

- (b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed project would not be expected to result in impacts to land use and planning in relation to a conflict with adopted or proposed land use plans, policies, or regulations. The County of Los Angeles General Plan Land Use element and Zoning Ordinance were reviewed to determine

¹ *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

³ County of Los Angeles Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632*.

⁴ JRP Historical Consulting (Amanda Blosser and Eric Johnson). 25 March 2003. Primary Form Department of Parks and Recreation 523A.

the compatibility of the proposed project with adopted land use plans, policies, and regulations.^{5,6} Land uses that surround the proposed project site within the County are designated as agricultural and zoned as A-2 (Heavy Agriculture),^{7,8} and residential and zoned R-2 (Two Family Residences).⁹ The proposed project is a bridge replacement project, and would not add or change any land uses. All work would be undertaken within the existing right-of-way of Little Tujunga Canyon Road. Therefore, the proposed project would not be expected to result in impacts to land use and planning related to a conflict with adopted or proposed land use plans, policies, or regulations. No further analysis is warranted.

(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

The proposed project would not be expected to result in impacts to land use and planning in relation to conflicting with any applicable habitat conservation plan or natural community conservation plan. Based on field investigations and a review of the Conservation element of the County of Los Angeles General Plan,¹⁰ the proposed project does not conflict with any local policies or ordinances applicable to habitat or natural community conservation plan. The proposed project would not be expected to conflict with the provisions of any adopted Habitat Conservation Plan or Natural Community Conservation Plans. Based on review of existing and potential Habitat Conservation Plan and Natural Community Conservation Plan boundaries pursuant to the U.S. Fish and Wildlife Service and California Department of Fish and Game, respectively, it was determined that the proposed project site is not within the boundaries of any Habitat Conservation Plan or Natural Community Conservation Plan.^{11,12} Based on review of existing and potential Habitat Conservation Plans and Natural Community Conservation Plans, there are no anticipated impacts to biological resources or land use related to conflicts with any local policies or ordinances protecting biological resources. Therefore, the proposed project would not be expected to result in impacts to existing land use and planning related to a conflict with any adopted Habitat Conservation Plan or Natural Community Conservation Plan. No further analysis is warranted.

⁵ County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

⁶ County of Los Angeles. July 1996. *County Code*, Title 22, "Planning and Zoning."

⁷ County of Los Angeles Department of Regional Planning. Accessed 21 September 2010. GIS-Net. Available at: <http://planning.lacounty.gov/gisnet>

⁸ County of Los Angeles Department of Regional Planning. Accessed 15 September 2010. "Zoning Ordinance Summary - Agricultural Zones." Web site. Available at: http://planning.lacounty.gov/luz/summary/category/agricultural_zones/

⁹ County of Los Angeles Department of Regional Planning. Accessed 21 September 2010. GIS-Net. Available at: <http://planning.lacounty.gov/gisnet>

¹⁰ County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

¹¹ California Department of Fish and Game. Accessed 6 August 2010. Web site. "Natural Community Conservation Planning." Available at: <http://www.dfg.ca.gov/habcon/nccp/>

¹² U.S. Fish and Wildlife Service, Carlsbad Fish and Wildlife Office. Accessed 6 August 2010. "Habitat Conservation Plans." Web site. Available at: <http://www.fws.gov/carlsbad/HCPs.html>

3.11 MINERAL RESOURCES

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact to mineral resources, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹ Mineral resources at the proposed project site were evaluated with regard to California Geological Survey publications^{2,3} and the Los Angeles County General Plan.⁴

State CEQA Guidelines recommend the consideration of two questions when addressing the potential for significant impact to mineral resources.

Would the proposed project have either of the following effects:

- (a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The proposed project would not be expected to result in impacts to mineral resources in relation to the loss of availability of a known mineral resource. The proposed project would replace the existing bridge over Pacoima Creek. Based on a review of California Geological Survey publications,^{5,6} Bureau of Land Management National Integrated Land System,⁷ and the County of Los Angeles General Plan,⁸ there are no known mineral resources of statewide or regional importance located within the proposed project site. Therefore, the proposed project would not be expected to result in impacts to mineral resources related to the loss of availability of a known mineral resource. No further analysis is warranted.

- (b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The proposed project would not be expected to result in impacts to mineral resources in relation to the loss of availability of a known mineral resource recovery site. Based on a review of California Geological Survey publications^{9,10} and the County of Los Angeles General Plan,¹¹ there are no

¹ *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² California Geological Survey. 1966. *Minerals of California Volume (1866-1966)*. Bulletin 189. Los Angeles, CA.

³ California Geological Survey. Revised 1999. *Mines and Mineral Producers Active in California (1997-1998)*. Special Publication 103. Los Angeles, CA.

⁴ County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

⁵ California Geological Survey. 1966. *Minerals of California Volume (1866-1966)*. Bulletin 189. Los Angeles, CA.

⁶ California Geological Survey. Revised 1999. *Mines and Mineral Producers Active in California (1997-1998)*. Special Publication 103. Los Angeles, CA.

⁷ Bureau of Land Management. National Integrated Land System. Accessed 22 September 2010. Available at: <http://www.geocommunicator.gov/GeoComm/index.shtml>

⁸ County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

⁹ California Geological Survey. Revised 1999. *Mines and Mineral Producers Active in California (1988-89)*. Special Publication 103. Los Angeles, CA.

¹⁰ California Geological Survey. 1966. *Minerals of California Volume (1866-1966)*. Bulletin 189. Los Angeles, CA.

known mineral resource recovery sites of local importance located within the proposed project site. Therefore, the proposed project would not be expected to result in impacts to mineral resources related to the loss of availability of a known locally important mineral resource recovery site. No further analysis is warranted.

¹¹ County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

3.12 NOISE

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact to noise, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹ Noise at the proposed project site was evaluated with regard to the County of Los Angeles (County) General Plan² and the County Noise Control Ordinance.³

State CEQA Guidelines recommend the consideration of six questions when addressing the potential for significant impacts to noise.

Would the proposed project have any of the following effects:

- (a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The proposed project would be expected to result in less than significant noise impacts with incorporation of mitigation in relation to exposure or generation of noise levels in excess of established standards. The County Noise Control Ordinance prohibits construction noise between the weekday hours of 7:00 p.m. and 7:00 a.m., or at any time on Sundays or holidays, such that the sound creates a noise disturbance across a residential or commercial property line, except for emergency work of public service utilities or by a variance issued by the health officer. The County Noise Control Ordinance restricts noise levels from construction activities to a maximum noise level of 75 dBA for mobile equipment and 65 dBA for stationary equipment at potentially affected residences.

While the area surrounding the proposed project site is largely undeveloped there are two residential structures in close proximity to the proposed project. The nearest residential structure (Residence 1) is approximately 40 feet from the proposed project construction area and the other residential structure (Residence 2) is approximately 165 feet from the proposed project area. The proposed project would be anticipated to generate temporary noise during the 8- to 9-month construction phase of the proposed project. Noise levels would fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise-attenuation barriers.

Construction activities typically require the use of numerous noise generating-equipment, such as jackhammers, pneumatic impact equipment, street pavers, and trucks. Typical noise levels from various types of equipment that may be used during construction are listed in Table 3.12-1, *Maximum Noise Levels of Common Construction Machines*. The table shows noise levels at distances of 50 and 100 feet from the construction noise source.

¹ California Code of Regulations. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

³ County of Los Angeles. 1978. *Noise Control Ordinance of the County of Los Angeles*. Ordinance 11778, Section 2 (Article 1, Section 101); Ordinance 11773, Section 2 (Article 1, Section 101). Chapter 12.08. Available at: <http://ordlink.com/codes/lacounty/index.htm>

**TABLE 3.12-1
MAXIMUM NOISE LEVELS OF COMMON CONSTRUCTION MACHINES**

Noise Source	Noise Level (dBA)*	
	50 feet	100 feet
Jackhammer	81–98	75–92
Pneumatic impact equipment	83–88	77–83
Trucks	82–95	76–89
Street Paver	85–88	79–82
Backhoe	73–95	67–89
Cranes (moveable)	75–88	69–82
Front loader	73–86	67–80
Concrete mixer	75–88	69–82

NOTE: *Assumes a 6-dBA drop-off rate for noise generated by a “point source” and traveling over hard surfaces. Actual measured noise levels of the equipment listed in this table were taken at distances of 10 and 30 feet from the noise source.

SOURCE: City of Los Angeles. 2006. *L.A. CEQA Thresholds Guide*. Los Angeles, CA.

Whereas Table 3.12-1 shows the noise level of individual equipment, the noise levels shown in Table 3.12-2, *Outdoor Construction Noise Levels*, takes into account the likelihood that more than one piece of construction equipment would be in operation at the same time and lists the typical overall noise levels that would be expected for each phase of construction. These noise levels are based on surveys conducted by the federal Environmental Protection Agency (EPA) in the early 1970s. Since 1970, regulations have been enforced to reduce noise generated by certain types of construction equipment to meet worker noise-exposure standards. However, many older pieces of equipment are still in use. The worst-case scenario for construction machine-generated noise levels at 100 feet ranges from 69 to 92 dBA (Table 3.12-1 and Table 3.12-2). The highest noise levels are expected to occur during the grading/excavation and finishing phases of construction. A typical piece of equipment is assumed to be active for 40 percent of the 8-hour workday (consistent with the EPA’s studies of construction noise).

**TABLE 3.12-2
OUTDOOR CONSTRUCTION NOISE LEVELS**

Construction Phase	Noise Level at 50 Feet (dBA Leq)
Ground clearing	84
Grading/excavation	89
Foundations	78
Structural	85
Finishing	89

SOURCE: U.S. Environmental Protection Agency. 1971. *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*, PB 206717.

The anticipated construction noise levels at the sensitive receptors were comprised using acoustical calculations that take into account the distance from the sensitive receptors to the proposed construction areas. Noise attenuates at a rate of approximately 6 dB per doubling of distance from a point source.⁴ The noise calculations are based on a formula that considers the ambient noise level and distance to the noise source:

⁴ Harris, Cyril M. 1991. *Handbook of Acoustical Measurements and Noise Control*. 3rd ed. New York: McGraw-Hill, Inc.

$$L2 = L1 - 20 \log(d_2/d_1)$$

where:

L1 = known sound level at d1

L2 = desired sound level at d2

d1 = distance of known sound level from the noise source

d2 = distance of the sensitive receptor from the noise source

This formula was used to determine that the construction noise levels of construction at nearby residences (Table 3.12-3, *Construction Noise Levels*).

**TABLE 3.12-3
CONSTRUCTION NOISE LEVELS**

Residence	Distance to Construction (feet)	Construction Noise				
		Ground Clearing (dBA)	Grading/Excavation (dBA)	Foundations (dBA)	Structural (dBA)	Finishing (dBA)
1	40	85.9	90.9	79.9	86.9	90.9
2	165	73.6	78.6	67.6	74.6	78.6

The proposed project would be expected to result in construction noise levels that would exceed the permitted construction noise limits for the County of Los Angeles at Residence 1 during all phases of construction and at Residence 2 during the loudest phases of construction. Construction activities would be limited to daytime hours and would be infrequent. The proposed project would result in temporary short-term noise increases at Residence 1 and Residence 2 that exceed County thresholds for construction noise. However, the construction noise levels of the proposed project are exempt from the noise limits of the County Noise Control Ordinance as specified in the County Noise Control Ordinance Part 5 Exemptions, H:⁵

Public Health and Safety Activities. *All transportation, flood control, and utility company maintenance and construction operations at any time on public right-of-way, and those situations which may occur on private real property deemed necessary to serve the best interest of the public and to protect the public's health and well being, including but not limited to street sweeping, debris and limb removal, removal of downed wires, restoring electrical service, repairing traffic signals, unplugging sewers, snow removal, house moving, vacuuming catchbasins, removal of damaged poles and vehicles, repair of water hydrants and mains, gas lines, oil lines, sewers, etc. (Italics added for emphasis.)*

The proposed bridge replacement project would qualify as an exempt project based on the criteria listed above. Construction period noise would be intermittent and of short duration. In addition, the proposed project site is located in a rural area with minimal development. The County Noise

⁵ County of Los Angeles. 1978. *Noise Control Ordinance of the County of Los Angeles*. Ordinance 11778, Section 2 (Article 1, Section 101); Ordinance 11773, Section 2 (Article 1, Section 101). Chapter 12.08. Available at: <http://ordlink.com/codes/lacounty/index.htm>

Control Ordinance⁶ provides for the designation of noise-sensitive zones but does not define specific land uses for these zones. Instead, Section 12.08.260 defines a “noise-sensitive zone” as any area designated, pursuant to Part 4 of the chapter, for the purpose of ensuring a state of exceptional quiet. Section 12.08.470 refers to the use of these zones at individual institutions or facilities that have been designated by the local health officer. These must be indicated by the display of conspicuous signs in at least three separate locations within 164 meters (0.1 mile) of the institution or facility. The project site and immediate surrounding area do not fall within a noise-sensitive zone. Furthermore, pursuant to mitigation measure Noise-1, the County of Los Angeles shall require that the plans and specifications require that construction equipment be equipped with state-of-the-art noise-muffling devices. Therefore, the proposed project would be expected to result in less than significant impacts, after incorporation of mitigation, related to exposure or generation of noise levels in excess of established standards.

Once operational, noise levels from the proposed project would be similar to existing conditions levels and below the threshold of significance. The proposed project would not add any operational noise sources and would not result in increased traffic noise, as it would only involve replacing an existing bridge with a bridge of the same capacity. Therefore, the proposed project would not be expected to result in significant operational noise impacts related to exposure or generation of noise levels in excess of established standards. No further analysis is warranted.

- (b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

The proposed project would be expected to result in less than significant impacts in relation to generation of excessive groundborne vibration or groundborne noise. The County Noise Control Ordinance prohibits the operation of any device that creates vibration above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right of way is prohibited. The County Noise Control Ordinance defines the perception threshold as motion velocity of 0.01 in/sec over the range of 1 to 100 hertz.⁷ The proposed project would be expected to result in a temporary source of vibration during construction that would be perceptible at the nearby residences. However, the construction noise levels of the proposed project are exempt from the noise limits of the County Noise Control Ordinance as specified in the County Noise Control Ordinance Part 5 Exemptions, H.⁸

Therefore, the proposed project would be expected to result in less than significant impacts related to the generation of excessive groundborne vibration or groundborne noise. No further analysis is warranted.

⁶ County of Los Angeles. 1978. *Noise Control Ordinance of the County of Los Angeles*. Available at: <http://ordlink.com/codes/lacounty/index.htm>

⁷ County of Los Angeles. 1978. *Noise Control Ordinance of the County of Los Angeles*. Ordinance 11778, Section 2 (Article 1, Section 101); Ordinance 11773, Section 2 (Article 1, Section 101). Chapter 12.08. Available at: <http://ordlink.com/codes/lacounty/index.htm>

⁸ County of Los Angeles. 1978. *Noise Control Ordinance of the County of Los Angeles*. Ordinance 11778, Section 2 (Article 1, Section 101); Ordinance 11773, Section 2 (Article 1, Section 101). Chapter 12.08. Available at: <http://ordlink.com/codes/lacounty/index.htm>

- (c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The proposed project would not be expected to result in impacts to noise in relation to permanent increases in ambient noise levels. The proposed project, which involves replacement of an existing bridge, would not generate any new permanent source of noise. Therefore, the proposed project would not be expected to result in impacts to noise related to permanent increases in ambient noise levels. No further analysis is warranted.

- (d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity about levels existing without the project?

The proposed project would be expected to result in less than significant impacts to noise in relation to temporary or periodic increases in ambient noise levels. The proposed project would be anticipated to generate temporary noise during construction of the bridge replacement project. However, as discussed previously, the temporary or periodic increases in noise levels would be exempt from the noise restriction of the County Noise Control Ordinance. Therefore, the proposed project would not be expected to result in significant impacts to noise related to temporary or periodic increases in ambient noise levels. No further analysis is warranted.

- (e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project would not be expected to result in impacts to noise in relation to public airports. The proposed project site is not located within an airport land use plan or within 2 miles of a public airport or a public use airport. The nearest public airport is Whiteman Airport, which is under contract with the County of Los Angeles, located in the San Fernando Valley approximately 6 miles south-southwest of the proposed project site. Therefore, the proposed project would not be expected to result in impacts to noise related to public airports. No further analysis is warranted.

- (f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The proposed project would not be expected to result in impacts to noise in relation to private airstrips. The proposed project site is not located within 2 miles of a private airstrip. The nearest private airstrip is Agua Dulce Airport located approximately 11 miles north of the proposed project site. Therefore, the proposed project would not be expected to result in impacts to noise related to private airstrips. No further analysis is warranted.

3.13 POPULATION AND HOUSING

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact to population and housing that would require the consideration of mitigation measures or alternatives in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹

State CEQA Guidelines recommend the consideration of three questions when addressing the potential for significant impacts to population and housing.

Would the proposed project have any of the following effects:

- (a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed project would not be expected to result in impacts related to population growth in an area through the creation of new housing or infrastructure that would induce or accelerate population or household growth. The proposed development would provide a few temporary employment opportunities during construction. These jobs would be expected to be filled with the workforce in the surrounding communities and possibly in other areas within a commuting distance of the proposed project site; therefore, no indirect population growth is anticipated. The proposed project is a bridge replacement project. No growth-inducing extensions of infrastructure, including roadways, are proposed as a part of the project. Considering the size of the proposed project and the available workforce in the surrounding and unincorporated County area, the proposed project would not exceed thresholds of significance for housing and population growth that are outlined in Section 15064.7 of the State CEQA Guidelines. As such, the proposed project would not be expected to stimulate population growth beyond that already projected to occur. Therefore, the proposed project would not be expected to result in significant impacts to population growth. No further analysis is warranted.

- (b) Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?

The proposed project would not be expected to result in impacts to population and housing in relation to the displacement of substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere. There are a few scattered residences located in the surrounding area along Little Tujunga Canyon Road; however, no housing units would be removed. The proposed project would not alter the location, distribution, density, or growth of the human population in the area. Therefore, the proposed project would not be expected to result in impacts to population and housing related to displacement of housing necessitating the construction of replacement housing. No further analysis is warranted.

- (c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The proposed project would not be expected to result in impacts to population and housing related to the displacement of substantial numbers of people, necessitating the construction of replacement

¹ California Code of Regulations. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

housing elsewhere. Implementation of the proposed project includes the construction of a replacement bridge. No residential buildings would be demolished as part of the proposed project. As such, there would be no displacement of any person or persons. Therefore, the proposed project would not be expected to result in impacts to population and housing in relation to the displacement of substantial numbers of people, necessitating the construction of replacement housing elsewhere. No further analysis is warranted.

3.14 PUBLIC SERVICES

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact to public services, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹ Public services at the proposed project site were evaluated based on review of the County of Los Angeles General Plan,² the County of Los Angeles Fire Department Web site,³ and the County of Los Angeles Sheriff's Department Web site.⁴

State CEQA Guidelines recommend the consideration of the following question when addressing the potential for significant impact to public services:

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following five public services: (1) fire protection, (2) police protection, (3) schools, (4) parks, and (5) other public facilities.

1) Fire protection

The proposed project would not be expected to result in impacts to public services in relation to fire protection. The proposed project area is serviced by the Los Angeles County Fire Department. There are two fire stations within a 10-mile radius of the proposed project: 1) Fire Station No. 123 located approximately 3 miles from the proposed project site at 26321 North Sand Canyon Road, Canyon Country, California 91351, and 2) Fire Station No. 132 located approximately 9 miles from the proposed project site at 29310 Sand Canyon Road, Canyon Country, California 91387. The proposed project is a bridge replacement project. The existing timber A-frame bridge with timber piles would be removed and replaced with a new single-span precast prestressed concrete girder bridge structure. Approximately 200 feet of roadway reconstruction at both approach ends of the bridge would be needed. The proposed project would replace an existing bridge with a new bridge of equal capacity and would not include any other land uses. The proposed project would therefore, not induce a population growth in the proposed project area. As a result, no additional fire protection would be needed. Therefore, there are no expected impacts to public services related to fire protection. No further analysis is warranted.

2) Police protection

The proposed project would not be expected to result in impacts to public services related to police protection. The proposed project area is serviced by the Los Angeles County Sheriff's Department. The police protection at the proposed project site would be provided by the

¹ *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

³ County of Los Angeles Fire Department. Accessed 14 September 2010. Web site. Available at: <http://www.fire.lacounty.gov/>

⁴ County of Los Angeles Sheriff's Department. Accessed 14 September 2010. Web site. Available at: <http://sheriff.lacounty.gov/wps/portal/lasd>

Crescenta Valley Station.⁵ The proposed project is a bridge replacement project. The new bridge structure would have a width of 32 feet and span 65 feet across Pacoima Creek. California Department of Transportation (Caltrans) Type 25 concrete barriers with tubular handrails would be placed on both sides of the bridge. Two construction ramps would be required during the bridge construction. The proposed project would replace an existing bridge with a new bridge of equal capacity and would not include any other land uses. The proposed project would therefore not induce a population growth in the area. As a result, no additional police protection would be required. Therefore, there are no expected impacts to public services related to police protection. No further analysis is warranted.

3) Schools

The proposed project would not be expected to result in impacts to public services in relation to schools. The proposed project is a bridge replacement project. Metal beam guardrails would be installed at the approach corners as well as wing walls and a deck the same elevation as the existing bridge. There are no schools within a 1-mile radius of the proposed project site. Additionally, the proposed project would replace an existing bridge with a new bridge of equal capacity and would not include any other land uses. As a result, the proposed project would not cause an increase in population and therefore would not increase the population of school-age children. As a result, there would be no need for additional schools. Therefore, there would be no expected impacts to public services related to schools. No further analysis is warranted.

4) Parks

The proposed project would not be expected to result in impacts to public services in relation to parks. According to the County of Los Angeles General Plan, the County's threshold for recreation and open space is 4 acres per 1,000 residents for subdivisions.⁶ There are two campgrounds within a 1-mile radius of the proposed project site: Honeybee Campground and Dutch Louie Campground located approximately 1 mile northeast of the proposed project site. No regional parks are located within a 1-mile radius of the proposed project. The proposed project, as a bridge replacement project, would not cause an increase in population that would create a need for additional parks. Therefore, there would be no expected impacts to public services related to parks. No further analysis is warranted.

5) Other public facilities

The proposed project would not be expected to result in impacts to public services in relation to other public facilities. There are no public libraries within a 1-mile radius of the proposed project or beyond that would be affected. Additionally, there are no post offices within a 1-mile radius that would be affected by the proposed project. The proposed project would not directly or indirectly induce population growth, as it is a project that would replace an existing bridge with a new bridge of equal capacity and would include no other development. No additional public facilities would be needed as a result of the proposed project. Therefore, there would be no expected impacts to public services related to other public facilities. No further analysis is warranted.

⁵ County of Los Angeles Sheriff's Department. Accessed 18 August 2010. "Crescenta Valley Station." Web site. Available at: http://www.lasdblog.org/sites/page_render.aspx?pagename=cv_station_main

⁶ County of Los Angeles. November 1980. *County of Los Angeles General Plan, Conservation, Open Space and Recreation Element*. Los Angeles, CA, page II-3.

3.15 RECREATION

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact to recreation, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State of California Environmental Quality Act (CEQA) Guidelines.¹ Recreation at the proposed project site was evaluated with regard to the County of Los Angeles General Plan,² expert opinion, technical studies, and other substantial evidence.

State CEQA Guidelines recommend the consideration of two questions when addressing the potential for significant impact to recreation.

Would the proposed project have any of the following effects:

- (a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The proposed project would not be expected to result in impacts to recreation in relation to increased use of existing neighborhood and regional parks or other recreational facilities that would contribute to their physical deterioration. According to the County of Los Angeles General Plan, the County's threshold for recreation and open space is 4 acres for every 1,000 residents for subdivisions.³ There are two campgrounds within a 1-mile radius of the proposed project, Honeybee Campground and Dutch Louie Campground; both located approximately 1 mile northeast of the proposed project site. However, there are no regional parks within a 1-mile radius of the proposed project site. The proposed project is a bridge replacement project. The proposed project would not directly or indirectly induce population growth, as it does not include residential development, and it would replace an existing bridge with one of equal capacity, and therefore not increase use of existing parks or other recreational facilities. All work would be undertaken within the existing bridge area. No regional parks or other recreational facilities would be affected by the proposed project. Therefore, there would be no expected impacts to recreation related to increased use of existing neighborhood and regional parks or other recreational facilities that would contribute to their physical deterioration. No further analysis is warranted.

- (b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed project would not be expected to result in adverse physical effects on the environment as a result of existing recreational facilities or proposed construction or expansion of recreational facilities. The proposed project would not directly or indirectly induce population growth, as it does not include residential development, and it would replace an existing bridge with one of equal capacity, and therefore would not increase use of existing parks or other recreational facilities. The proposed project does not include the construction of or expansion of existing recreational facilities, and no recreational facilities would be affected by the proposed

¹ *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

³ County of Los Angeles. November 1980. *County of Los Angeles General Plan, Conservation, Open Space and Recreation Element*. Los Angeles, CA, page II-3.

project. Therefore, there would be no expected impacts to recreation related to adverse physical effects on the environment as a result of existing recreational facilities or proposed construction or expansion of recreational facilities. No further analysis is warranted.

3.16 TRANSPORTATION/TRAFFIC

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact to transportation and traffic, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹ The conclusions rely on the County of Angeles (County) General Plan Circulation element² and the County of Los Angeles Congestion Management Program (CMP).³

State CEQA Guidelines recommend the consideration of seven questions when addressing the potential for significant impact to transportation/traffic.

Would the proposed project have any of the following effects:

- (a) Conflict with an applicable plan, ordinance or policy established measure of effectiveness for the performance of the circulation system, taking into account all models of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths and mass transit?

The proposed project would not conflict with an applicable plan, ordinance, or policy established as a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation. The proposed bridge replacement project is located on Little Tujunga Canyon Road in unincorporated Los Angeles County. Local access to the proposed project site is provided from Little Tujunga Canyon Road. Regional access to the proposed project site is provided from the east via State Route (SR) 210.

Little Tujunga Canyon Road is classified as a minor collector road with two traffic lanes, one lane in each direction. At the proposed project site, the average road width is approximately 22 feet, which widens at the bridge to clear travel at a width of approximately 26 feet.⁴ The road is located in a rural setting consisting of forested spaces with scattered residences. The topography is mountainous with steep slopes. The bridge crosses over Pacoima Creek, a natural watercourse that flows from east to west.

Construction of the proposed bridge replacement project would temporarily add a small number of construction work vehicle trips to the proposed project site, as well as some construction vehicle trips (e.g., for the import and export of materials). During the first stage of construction, one half of the existing bridge would be removed, while the other half would remain open for one-way traffic, thus avoiding long detours for local residents. Traffic control measures would be in place during the course of the construction and would be implemented through a Traffic Control Plan. Nearby residents would be advised of any planned lane closures.

¹ *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

³ County of Los Angeles Metropolitan Transportation Authority. 2004. *2004 Congestion Management Program for Los Angeles County*. Los Angeles, CA.

⁴ County of Los Angeles Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632*.

The number of construction trips would be minimal and are not anticipated to occur during peak hour periods, construction of the bridge replacement project would not significantly increase vehicle trips in the proposed project area nor would the proposed project conflict with an applicable plan, ordinance, or policy established as a measure of effectiveness for the performance of the circulation system. Once constructed, the proposed project would provide a replacement bridge of equal capacity to the existing bridge and would not change the traffic load or capacity of the Little Tujunga Canyon Road bridge or any other roadways in the street system. The proposed project would not conflict with a plan, ordinance, or policy established as a measure of effectiveness for the performance of the circulation system. Therefore, the proposed project would be expected to result in a less than significant impact to transportation/traffic related to creating a substantial increase in traffic. No further analysis is warranted.

- (b) Conflict with an applicable congestion management program, including but not limited to the level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The proposed project would be not anticipated to conflict with the County's congestion management program. Implementation of the proposed project would be expected to have less than significant impacts to the level of service (LOS) of surrounding roads. The proposed project site is located on Little Tujunga Canyon Road, a road that traverses for approximately 14 miles. Regional access to the proposed project site is provided by SR 210 from the Osborne Street exit.

New projects within the County of Los Angeles must comply with the CMP for Los Angeles County that was adopted by the Los Angeles Metropolitan Transportation Authority (LACMTA) in November 1995 pursuant to State law. Appendix D of the CMP includes Transportation Impact Assessment (TIA) guidelines.⁵ The TIA guidelines require analysis at monitored street intersections and segments, including freeway on and off-ramp intersections where a project would be expected to add 50 or more peak hour vehicle trips and mainline freeway or ramp monitoring locations where a project would be expected to add 150 or more peak hour trips. If a project does not add, but merely shifts trips at a given monitoring location, the CMP analysis is not required.

The proposed project would replace the existing bridge with one of equal capacity and would not affect the LOS of the bridge. Therefore, the proposed project would be expected to result in less than significant impacts to transportation and traffic related to exceeding an LOS standard established by the County congestion management agency for designated roads or highways. No further analysis is warranted.

- (c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The proposed project would not be expected to result in impacts to transportation and traffic in relation to a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. The proposed project site is not located within an airport land use plan or within 2 miles of a public airport or a public use airport. The nearest public airport is Whiteman Airport, which is under contract with the County of Los Angeles, located in the San Fernando Valley approximately 6 miles south-southwest of the proposed project site. The

⁵ County of Los Angeles Metropolitan Transportation Authority. 2004. *2004 Congestion Management Program for Los Angeles County*. Los Angeles, CA.

nearest private airstrip is Agua Dulce Airport located approximately 11 miles north of the proposed project site.

There would be no change in land use patterns in relation to existing air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risk. No further analysis is warranted.

- (d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed project site is located in a rural residential community and would not pose hazards due to design features. Implementation of the proposed project would not be expected to result in impacts to hazards due to a design feature. The proposed project is a bridge replacement project, which would enhance the safety and design of the bridge and area, and would maintain the existing configuration, which is a bridge and roadway segment of Little Tujunga Canyon Road. Therefore, there would be no expected impacts to transportation and traffic related to substantially increasing hazards due to a design feature. No further analysis is warranted.

- (e) Result in inadequate emergency access?

The proposed project would be expected to result in less than significant impacts to transportation and traffic in relation to inadequate emergency access. The proposed project site is serviced by the Los Angeles County Fire Department. There are two fire stations within a 10-mile radius of the proposed project: 1) Fire Station No. 123 located approximately 3 miles from the proposed project site at 26321 North Sand Canyon Road, in Canyon Country, and 2) Fire Station No. 132 located approximately 9 miles from the proposed project site at 29310 Sand Canyon Road in Canyon Country.

The existing bridge, a timber superstructure and abutments are susceptible to fire damage, which can have an impact to public health and safety. The existing bridge is located roughly in the middle of a 14-mile stretch of Little Tujunga Canyon Road where there are limited detour options. If the existing bridge were to be damaged or destroyed during a fire, the emergency evacuation route for local residents and the ability of fire personnel to access the area would be negatively impacted.⁶

During construction of the proposed project, one lane of the bridge would be maintained for through traffic and emergency access vehicles. As a standard requirement, the County of Los Angeles Department of Public Works will prepare a Traffic Control Plan for the proposed project. Construction of the proposed project would improve emergency access and reliability by increasing the current bridge structure width and replacing the existing wood structure with a more fire-resistant concrete structure.

As stated above, the proposed project is a bridge improvement project that would replace an aging bridge. Traffic due to construction activities would not be expected to impede emergency access. Flag persons and directional signage would be provided to ensure safe and adequate access during the construction phase. Once constructed, the proposed bridge would provide the same access as the existing bridge. Therefore, the proposed project would be expected to result in less than

⁶ County of Los Angeles Metropolitan Transportation Authority. 2004. *2004 Congestion Management Program for Los Angeles County*. Los Angeles, CA.

significant impacts to transportation/traffic related to inadequate emergency access. No further analysis is warranted.

- (f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

The proposed project would not be expected to result in impacts to transportation and traffic in relation to conflict with adopted policies, plans, or programs supporting alternative transportation. As stated above, the proposed project is a bridge replacement project and would not conflict with adopted policies, plans, or programs supporting alternative transportation. Therefore, there would be no expected impacts to transportation and traffic related to adopted policies, plans, or programs supporting alternative transportation. No further analysis is warranted.

3.17 UTILITIES AND SERVICE SYSTEMS

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have a significant impact to utilities and service systems, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹ Utilities and service systems at the proposed project site were evaluated with regard to the County of Los Angeles (County) General Plan² and the Los Angeles Regional Water Quality Control Board (LA-RWQCB) requirements.³ A preliminary utility search has shown that there are no utilities within the proposed project site limits;⁴ therefore, construction would be not inhibited by existing infrastructure.

State CEQA Guidelines recommend the consideration of seven questions when addressing the potential for significant impact to utilities and service systems.

Would the proposed project have any of the following effects:

- (a) Exceed wastewater treatment requirements of the applicable regional water quality control board?

The proposed project would not be expected to result in impacts to utilities and service systems in relation to exceeding wastewater treatment requirements of the Regional Water Quality Control Board (RWQCB). The proposed project site is within the jurisdiction of the Los Angeles RWQCB. The proposed project consists of replacement of an aging bridge of out-of-date design. A minimal amount of water would be anticipated to be needed for use during construction of the proposed project. The proposed project would not require an increase in wastewater during operation of the proposed project. Upon completion, the proposed project would not contribute additional wastewater into the wastewater treatment system. Therefore, no impacts to utilities and service systems related to exceeding wastewater treatment requirements of the Los Angeles RWQCB would occur. No further analysis is warranted.

- (b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The proposed project would not be expected to result in impacts to utilities in relation to the construction of new water or wastewater treatment facilities or expansion of facilities, causing significant environmental effects. The collection, treatment, and disposal of wastewater within the County unincorporated areas are under the jurisdiction of the Sanitation Districts of Los Angeles County. The proposed project is a bridge replacement that would not generate any wastewater upon implementation. During construction, portable bathrooms would be available for construction workers. Construction-related water usage would be minimal and would not require

¹ California Code of Regulations. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA

³ California Water Resources Control Board. Accessed 7 October 2009. "LARWQCB." Web site. Available at: <http://www.swrcb.ca.gov/rwqcb4/>

⁴ County of Los Angeles Department of Public Works. 19 August 2010. *Engineer's Report, Little Tujunga Canyon Road Over Pacoima Creek RD C0014839, County Bridge No. 0632*.

construction or new facilities or the expansion of existing facilities. Therefore, there would be no expected impacts to utilities and service systems related to the construction of new water or wastewater treatment facilities or expansion of facilities that would cause significant environmental effects. No further analysis is warranted.

- (c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental impacts?

The proposed project would not be expected to result in impacts to utilities and service systems in relation to the construction of new storm water drainage facilities or expansion of existing facilities, which could cause significant environmental impacts. The proposed project is a bridge replacement over Pacoima Creek. The bridge is located in a very rural area with minimal development in the project vicinity. Storm water runoff would be minimal given the size of the project. The proposed bridge replacement project would be constructed in accordance with standard best management practices that would not require or result in construction of new storm water drainage facilities or expansion of existing facilities. Therefore, there would be no expected impacts to utilities and service systems related to the construction of new storm water drainage facilities or expansion of existing facilities, which could cause significant environmental impacts. No further analysis is warranted.

- (d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The proposed project would not be expected to result in impacts to utilities and service systems in relation to availability of sufficient water supplies available to serve the project from existing entitlements and resources. The proposed project is a bridge replacement project. Water usage during construction would be used for dust control and other construction uses but would not be substantial. After implementation, the proposed project would not require a net increase in water consumption or entitlements. Therefore, there would be no expected impacts to utilities and service systems related to availability of sufficient water supplies available to serve the project from existing entitlements and resources. No further analysis is warranted.

- (e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The proposed project would not be expected to result in impacts to utilities and service systems in relation to resulting in a determination by the wastewater treatment provider that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. The proposed project is a bridge replacement project that would not generate wastewater during operation. There would be no expected impacts to utilities and service systems related to the capacity of wastewater treatment. No further analysis is warranted.

- (f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The proposed project would not be expected to result in impacts to utilities and service systems in relation to being served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. The nearest disposal facility that would accommodate the project's solid waste disposal needs is the Sunshine Canyon Landfill, located approximately 15

miles west of the proposed project site at 14747 San Fernando Road in Sylmar, California.⁵ The Sunshine Canyon Landfill would provide 25 years of disposal capacity at an average rate of 11,000 tons per day.⁶ In 2007, the County of Los Angeles Board of Supervisors granted the Sunshine Canyon Landfill an increase in landfill area to accommodate the County's solid waste needs.⁷ A limited amount of solid waste would be generated during construction, specifically, during demolition-related activities. Waste generated by the proposed project would consist of wood, debris, and soil. The landfill that services the proposed project area has sufficient permitted capacity to accommodate solid waste from the proposed project. Therefore, there would be no expected impacts to utilities and service systems related to being served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. No further analysis is warranted.

(g) Comply with federal, state, and local statutes and regulations related to solid waste?

The proposed project would not be expected to result in impacts to utilities and service systems in relation to compliance with federal, state, and local statutes and regulations related to solid waste. The California Integrated Waste Management Act of 1989 [which consists of Assembly Bill (AB) 939 and Senate Bill (SB) 1322] requires the County of Los Angeles to attain specific waste diversion goals.⁸ As specified in Section 1.0, *Project Description*, the construction scenario assumes compliance with AB 939 and SB 1322. The proposed project is a bridge improvement project, which would comply with federal, state, and local statutes on the regulation of solid waste disposal. Upon implementation, the proposed project would not generate additional solid waste. The proposed project would comply with the waste diversion goals of the County of Los Angeles. Therefore, there would be no expected impacts to utilities and service systems related to compliance with federal, state, and local statutes and regulations related to solid waste. No further analysis is warranted.

⁵ County of Los Angeles Department of Public Works. "Links to Facilities." Web site. Available at: http://dpw.lacounty.gov/swims/general/landfill_links.asp

⁶ Sunshine Canyon Landfill. "Frequently Asked Questions: Capacity/Lifespan." Web site. Available at: <http://www.sunshinecanyonlandfill.com/faqs/index.htm>

⁷ County of Los Angeles Department of Public Works. Conditional Use Permit Sunshine Canyon. Los Angeles, CA.

⁸ California Environmental Protection Agency. Accessed 24 August 2010. "The History of The Environmental Protection Agency, Integrated Waste Management Board." Available at: <http://www.calepa.ca.gov/About/History01/ciwmb.htm>

3.18 MANDATORY FINDINGS OF SIGNIFICANCE

This analysis is undertaken to determine if the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) may have mandatory findings of significance, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.¹ Mandatory findings of significance at the proposed project site were evaluated based on a review of the County of Los Angeles General Plan;² California Natural Diversity Database³ for the U.S. Geological Survey 7.5-minute series Sunland topographic quadrangle where the proposed project site is located; published and unpublished literature germane to the proposed project; a site visit conducted on August 31, 2010; and review of aerial photography. Cultural resources at the proposed project site were evaluated and existing background research was conducted via record searches, field surveys, consultation, public records, and other repositories.

The State CEQA Guidelines recommend the consideration of three questions when addressing the potential for mandatory findings of significance.

Would the project have any of the following effects:

- (a) Does the project has the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

The proposed project's potential impact related to degradation of the environment through the reduction of endangered plant or animal species from the proposed project would be reduced to below the level of significance with the incorporation of mitigation measures. The proposed project site is located in a rural area of Los Angeles County that is surrounded by National Forest lands with very limited development or structures. The nearest residences are located 40 and 165 feet to the east of the to the proposed project site. The proposed project site is characterized by a low to moderate level of disturbance and degradation as determined by the presence of invasive species and anthropogenic debris adjacent to and through the bed of Pacoima Creek and the surrounding vegetation.

The proposed project would not be expected to result in significant impacts to the quality of the environment compared to existing conditions, as the proposed project entails replacement of an existing bridge. However, as a result of the habitat assessment conducted by Sapphos Environmental, Inc. on August 31, 2010, the proposed project site was determined to support an established wildlife movement corridor. No federally or state-listed bat species are known to occur within or adjacent to the proposed project site. Bat species likely present in the general area of the proposed project site are common, non-listed bat species, or are designated as California species of special concern by the California Department of Fish and Game (CDFG). While the bats may occasionally use the portions of the bridge for day roosts, the bridge does not serve as a maternal roosting site. No bats were observed

¹ *California Code of Regulations*. Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

² County of Los Angeles Department of Regional Planning. November 1980. *County of Los Angeles General Plan*. Los Angeles, CA.

³ California Department of Fish and Game. 2010. *Rarefind 3: A Database Application for the Use of the California Department of Fish and Game Natural Diversity Data Base*. Sacramento, CA.

roosting beneath the bridge during a field survey; however, their occasional use of the bridge as a stopover area cannot be entirely discounted.

The proposed project would be expected to result in less than significant impacts in relation to the potential to degrade the quality of the environment by elimination of important examples of California history through implementation of mitigation measures Bio-1 through Bio-3, which require preconstruction bat surveys prior to ground-disturbing activities. The results of the records search conducted by Sapphos Environmental, Inc. in July 2010 indicate that there are no properties listed or eligible for listing in the National Register of Historic Places or California Register of Historical Resources located on or within 1 mile of the proposed project site.⁴

- (b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future project)?

Cumulative impacts are an evaluation of the proposed project’s potential impacts combined with impacts from other related projects. Related projects are projects that are located within the area surrounding the proposed project site that are proposed or in progress that, when considered with the proposed project, could result in cumulative environmental impacts. No development projects are known to the County within an approximate 1-mile radius of the proposed project site. Specific best management practices (BMPs) that are included as project features in Section 1.0, *Project Description*, as well as mitigation measures provided in Section 4.0, *Mitigation Measures*, ensure that potential impacts would remain below the level of significance. As indicated in Sections 3.1 through 3.17, the proposed project would have less than significant individual impacts and would not contribute to, or result in, cumulatively considerable impacts.

- (c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The proposed project would be expected to result in less than significant impacts with regard to environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. The proposed project would result in no significant operational impacts because the proposed project entails replacement of an existing bridge. Impacts related to the construction of the proposed project would be temporary; the implementation of the project features and BMPs listed in Section 1.0, as well as mitigation measures provided in Section 4.0, would ensure that potential impacts would remain below the level of significance.

The proposed project would not be expected to result in significant environmental impacts. Any potentially significant impacts would be reduced to below the level of significance with the use of BMPs and incorporation of mitigation measures, specifically for biological resources, cultural resources, and noise. There would be no environmental impacts that would cause substantial adverse effects on human beings, either directly or indirectly.

⁴ South Central Coastal Information Center, California State University, Fullerton. September 2010. Contact: Stacy St. James, Coordinator, 800 North State College Blvd., Fullerton, CA 92834-6846.

SECTION 4.0

MITIGATION MEASURES

Based on the findings and associated environmental discussion and analysis provided in Sections 2.0, *Environmental Checklist*, and 3.0, *Environmental Analysis*, of this Mitigated Negative Declaration (MND), it has been determined that the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project) would have the potential to result in significant impacts to biological resources, cultural resources, and noise.

Implementation of the specified mitigation measures would reduce all impacts to below the level of significance.

AESTHETICS

As indicated by the documentation and analysis contained in Section 3.0 of this MND, there would be no anticipated significant impacts to aesthetics as a result of the proposed project. No mitigation is required.

AGRICULTURE AND FOREST RESOURCES

As indicated by the documentation and analysis contained in Section 3.0 of this MND, there would be no anticipated significant impacts to agriculture and forest resources as a result of the proposed project. No mitigation is required.

AIR QUALITY

As indicated by the documentation and analysis contained in Section 3.0 of this MND, there would be no anticipated significant impacts to air quality as a result of the proposed project, which will include best management practices (BMPs) during construction. No mitigation is required.

BIOLOGICAL RESOURCES

Mitigation Measures

Measure Bio-1: If project activities begin during the core nesting period (March 1 through September 15), a qualified biologist shall perform a preconstruction breeding/nesting bird survey. The survey shall be completed at least 7 days prior to project activities. If breeding/nesting birds are located within 200 feet of the limits of disturbance, a buffer shall be flagged around the nest. Any work within 200 feet of this area will require a biologist to monitor the birds and ensure that the construction activities do not negatively impact the birds. If the biologist identifies signs of stress, the biologist will halt activities in the immediate area until the birds resume their normal behavior or until the nest has been determined to no longer be active.

Measure Bio-2: A pre-construction bat survey shall be conducted prior to project activities and shall include nighttime surveys. The survey shall be conducted at least 7 days prior to the start of project activities. If bats are found to be using the bridge as a roosting site, construction shall be suspended until bat exclusionary devices are installed.

Measure Bio-3: If it is determined during the pre-construction bat survey that the bridge structure is used as a roost site by bat species, the County of Los Angeles Department of Public Works will confer with the California Department of Fish and Game to identify and implement appropriate, satisfactory mitigation measures.

Measure Bio-4: Environmentally Sensitive Area fencing shall be placed around the driplines or trunks of protected oak trees within and adjacent to the limits of disturbance such that no work shall occur within the protected area. This will provide full avoidance of direct impacts to oak trees protected by the County of Los Angeles Oak Tree Ordinance.

Level of Significance after Mitigation

Implementation of mitigation measures Bio-1 through Bio-4 would be expected to reduce impacts to biological resources to below the level of significance.

CULTURAL RESOURCES

Mitigation Measures

Measure Cultural-1: The County of Los Angeles shall retain a qualified archaeologist to be on-call during ground-disturbing activities and shall retain a qualified Native American monitor to observe all ground-disturbing activities. In the event of an accidental discovery of cultural resources during ground disturbance or construction, the Contractor shall immediately cease excavation in the area of discovery until a qualified archaeologist can assess the find and shall not continue until ordered by the engineer. If the qualified archaeologist determines that the artifacts are significant as defined by California Environmental Quality Act, the resources shall be recorded and mitigated in accordance with the State California Environmental Quality Act Guidelines Section 15064.5 (f)(3). Subsequent ground-disturbing activities shall be monitored by the qualified architect and the Native American monitor. The archaeological monitor shall maintain daily monitoring logs that shall be keyed to a location map to indicate the area monitored the date, assigned personnel, and the results of monitoring, including the recovery of archaeological material, sketches of recovered materials, and associated geographic site data. Within 90 days of the completion of the archaeological monitoring, a monitoring report shall be submitted to the County and the South Central Coastal Information Center at California State University, Fullerton.

Although the discovery of human remains is not anticipated during ground-disturbing activities for the proposed project, a process has been delineated for addressing the unanticipated discovery of human remains:

- Unanticipated Discovery of Human Remains (Public Resources Code 5097). The Los Angeles County Coroner shall be notified within 24 hours of the discovery of human remains. Upon discovery of human remains, there shall be no further excavation or disturbance of the site or any of that area reasonably suspected to overlie adjacent human remains until the following conditions are met:
 - The Los Angeles County Coroner has determined that no investigation of the cause of death is required, and
 - Whenever the Native American Heritage Commission receives notification of a discovery of Native American human remains from the Los Angeles County Coroner pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be

most likely descended from the deceased Native American. If the remains are of Native American origin, the descendants from the deceased Native Americans shall complete their inspection and make recommendations or preferences in writing to the landowner or the person responsible for the excavation work, for treatment or disposition of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

Level of Significance after Mitigation

Implementation of mitigation measure Cultural-1 would be expected to reduce impacts to cultural resources to below the level of significance.

GEOLOGY AND SOILS

As indicated by the documentation and analysis contained in Section 3.0 of this MND, there would be no anticipated significant impacts to geology and soils as a result of construction, operation, or maintenance of the proposed project. No mitigation is required.

GREENHOUSE GAS EMISSIONS

As indicated by the documentation and analysis contained in Section 3.0 of this MND, there would be no anticipated significant impacts to greenhouse gas emissions as a result of construction, operation, or maintenance of the proposed project. No mitigation is required.

HAZARDS AND HAZARDOUS MATERIALS

As indicated by the documentation and analysis contained in Section 3.0 of this MND, there would be no anticipated significant impacts to hazards and hazardous materials as a result of construction, operation, or maintenance of the proposed project. No mitigation is required.

HYDROLOGY AND WATER QUALITY

As indicated by the documentation and analysis contained in Section 3.0 of this MND, there would be no anticipated significant impacts to hydrology and water quality as a result of construction, operation, or maintenance of the proposed project. No mitigation is required.

LAND USE AND PLANNING

As indicated by the documentation and analysis contained in Section 3.0 of this MND, there would be no anticipated significant impacts to land use and planning as a result of construction, operation, or maintenance of the proposed project. No mitigation is required.

MINERAL RESOURCES

As indicated by the documentation and analysis contained in Section 3.0 of this MND, there would be no anticipated significant impacts to mineral resources as a result of construction, operation, or maintenance of the proposed project. No mitigation is required.

NOISE

Mitigation Measures

Measure Noise-1: The County of Los Angeles shall require that the plans and specifications require that construction equipment be equipped with state-of-the-art noise-muffling devices. All vehicles and compressors shall utilize exhaust mufflers.

Level of Significance after Mitigation

Implementation of mitigation measure Noise-1 would be expected to reduce impacts to noise to below the level of significance.

POPULATION AND HOUSING

As indicated by the documentation and analysis contained in Section 3.0 of this MND, there would be no anticipated significant impacts to population and housing as a result of construction, operation, or maintenance of the proposed project; therefore, no mitigation is required.

PUBLIC SERVICES

As indicated by the documentation and analysis contained in Section 3.0 of this MND, there would be no anticipated significant impacts to public services as a result of construction, operation, or maintenance of the proposed project. No mitigation is required.

RECREATION

As indicated by the documentation and analysis contained in Section 3.0 of this MND, there would be no anticipated significant impacts to recreation as a result of construction, operation, or maintenance of the proposed project. No mitigation is required.

TRANSPORTATION/TRAFFIC

As indicated by the documentation and analysis contained in Section 3.0 of this MND, there would be no anticipated significant impacts to transportation and traffic as a result of construction, operation, or maintenance of the proposed project. No mitigation is required.

UTILITIES AND SERVICE SYSTEMS

As indicated by the documentation and analysis contained in Section 3.0 of this MND, there would be no anticipated significant impacts to utilities and service systems as a result of construction, operation, or maintenance of the proposed project. No mitigation is required.

MANDATORY FINDINGS OF SIGNIFICANCE

Implementation of mitigation measures Bio-1 through Bio-4, Cultural-1, and Noise-1 would be expected to reduce mandatory findings of significance to below the level of significance.

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SECTION 6.0

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Detail Report for Summer Construction Unmitigated Emissions (Pounds/Day)

File Name: W:\PROJECTS\1012\1012-040\Data\Air and GHGs\Little Tujunga.urb924

Project Name: Little Tujunga

Project Location: South Coast AQMD

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES (Summer Pounds Per Day, Unmitigated)

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10 Dust</u>	<u>PM10 Exhaust</u>	<u>PM10 Total</u>	<u>PM2.5 Dust</u>	<u>PM2.5 Exhaust</u>	<u>PM2.5 Total</u>	<u>CO2</u>
Time Slice 4/2/2012-4/30/2012 Active Days: 21	7.92	71.69	30.47	0.00	0.02	3.05	3.07	0.01	2.81	2.81	9,287.35
Demolition 04/01/2012- 04/30/2012	7.92	71.69	30.47	0.00	0.02	3.05	3.07	0.01	2.81	2.81	9,287.35
Fugitive Dust	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Off Road Diesel	7.84	71.53	27.75	0.00	0.00	3.04	3.04	0.00	2.80	2.80	8,914.31
Demo On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Demo Worker Trips	0.08	0.16	2.72	0.00	0.02	0.01	0.03	0.01	0.01	0.01	373.04
Time Slice 5/1/2012-5/31/2012 Active Days: 23	8.65	77.39	33.96	0.00	<u>4.02</u>	3.39	<u>7.42</u>	<u>0.84</u>	3.12	<u>3.96</u>	9,913.08
Mass Grading 05/01/2012- 05/31/2012	8.65	77.39	33.96	0.00	4.02	3.39	7.42	0.84	3.12	3.96	9,913.08
Mass Grading Dust	0.00	0.00	0.00	0.00	4.00	0.00	4.00	0.84	0.00	0.84	0.00
Mass Grading Off Road Diesel	8.51	76.58	30.98	0.00	0.00	3.36	3.36	0.00	3.09	3.09	9,429.47
Mass Grading On Road Diesel	0.05	0.65	0.25	0.00	0.00	0.03	0.03	0.00	0.02	0.02	110.57
Mass Grading Worker Trips	0.08	0.16	2.72	0.00	0.02	0.01	0.03	0.01	0.01	0.01	373.04

2/2/2003 42

Time Slice 6/1/2012-6/29/2012 Active Days: 21	8.59	76.74	33.71	0.00	4.02	3.37	7.39	0.84	3.10	3.94	9,802.51
Fine Grading 06/01/2012- 06/30/2012	8.59	76.74	33.71	0.00	4.02	3.37	7.39	0.84	3.10	3.94	9,802.51
Fine Grading Dust	0.00	0.00	0.00	0.00	4.00	0.00	4.00	0.84	0.00	0.84	0.00
Fine Grading Off Road Diesel	8.51	76.58	30.98	0.00	0.00	3.36	3.36	0.00	3.09	3.09	9,429.47
Fine Grading On Road Diesel	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Fine Grading Worker Trips	0.08	0.16	2.72	0.00	0.02	0.01	0.03	0.01	0.01	0.01	373.04
Time Slice 7/2/2012-7/31/2012 Active Days: 22	8.43	79.41	31.53	0.00	0.02	3.05	3.07	0.01	2.81	2.81	11,034.96
Trenching 07/01/2012-07/31/2012	8.43	79.41	31.53	0.00	0.02	3.05	3.07	0.01	2.81	2.81	11,034.96
Trenching Off Road Diesel	8.34	79.24	28.58	0.00	0.00	3.04	3.04	0.00	2.80	2.80	10,630.84
Trenching Worker Trips	0.09	0.17	2.95	0.00	0.02	0.01	0.03	0.01	0.01	0.02	404.12
Time Slice 8/1/2012-9/28/2012 Active Days: 43	7.10	49.44	25.11	0.00	0.01	2.70	2.71	0.00	2.49	2.49	6,145.33
Building 08/01/2012-09/30/2012	7.10	49.44	25.11	0.00	0.01	2.70	2.71	0.00	2.49	2.49	6,145.33
Building Off Road Diesel	7.05	49.23	23.95	0.00	0.00	2.69	2.69	0.00	2.48	2.48	5,969.21
Building Vendor Trips	0.01	0.15	0.13	0.00	0.00	0.01	0.01	0.00	0.01	0.01	36.06
Building Worker Trips	0.03	0.06	1.02	0.00	0.01	0.00	0.01	0.00	0.00	0.01	140.06
Time Slice 10/1/2012-12/31/2012 Active Days: 66	9.79	83.0	38.88	0.0	0.03	4.03	4.06	0.01	3.7	3.72	10,460.91
Asphalt 10/01/2012-12/31/2012	9.79	83.01	38.88	0.01	0.03	4.03	4.06	0.01	3.71	3.72	10,460.91
Paving Off-Gas	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	9.66	82.75	34.78	0.00	0.00	4.02	4.02	0.00	3.70	3.70	9,896.74
Paving On Road Diesel	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.61
Paving Worker Trips	0.12	0.23	4.08	0.01	0.03	0.02	0.04	0.01	0.01	0.02	559.56

Phase Assumptions

Phase: Demolition 4/1/2012 - 4/30/2012 - Default Demolition Description

Building Volume Total (cubic feet): 0

Building Volume Daily (cubic feet): 0

On Road Truck Travel (MT): 0

2/20/2012 03:42

Off-Road Equipment:

- 1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day
- 1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
- 1 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day
- 1 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day
- 1 Generator Sets (549 hp) operating at a 0.74 load factor for 8 hours per day
- 2 Off Highways Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day
- 2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day
- 2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day
- 1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Fine Grading 6/1/2012 - 6/30/2012 - Default Fine Site Grading/Excavation Description

Total Acres Disturbed: 0.81

Maximum Daily Acreage Disturbed: 0.2

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (MT): 0

Off-Road Equipment:

- 1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day
- 1 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day
- 1 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day
- 1 Generator Sets (549 hp) operating at a 0.74 load factor for 8 hours per day
- 1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
- 2 Off Highways Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day
- 2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day
- 2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
- 1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 5/1/2012 - 5/31/2012 - Default Mass Site Grading/Excavation Description

Total Acres Disturbed: 0.81

Maximum Daily Acreage Disturbed: 0.2

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (MT): 26.09

Off-Road Equipment:

2/20/2012 03:42

- 1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day
 - 1 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day
 - 1 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day
 - 1 Generator Sets (549 hp) operating at a 0.74 load factor for 8 hours per day
 - 1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day
 - 2 Off highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day
 - 2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day
 - 2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day
 - 1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day
- Phase: Trenching 7/1/2012 - 7/31/2012 - Default Trenching Description
- Off-Road Equipment:
- 1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day
 - 1 Core/Drill Rigs (291 hp) operating at a 0.75 load factor for 8 hours per day
 - 1 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day
 - 1 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day
 - 1 Generator Sets (549 hp) operating at a 0.74 load factor for 8 hours per day
 - 2 Off highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day
 - 1 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day
 - 2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day
 - 2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day
 - 1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 10/1/2012 - 12/31/2012 - Default Paving Description

Acres to be Paved: 0.2

Off-Road Equipment:

- 1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day
- 4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day
- 1 Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day
- 1 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day
- 1 Generator Sets (549 hp) operating at a 0.74 load factor for 8 hours per day
- 2 Off highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day
- 1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day
- 2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day
- 2 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

2222000000034200	
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day	
1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day	
Phase: Building Construction 8/1/2012 - 9/30/2012 - Default Building Construction Description	
Off-Road Equipment:	
1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day	
1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day	
1 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day	
1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day	
2 Off Highway Trucks (479 hp) operating at a 0.57 load factor for 8 hours per day	
2 Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day	
2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day	
1 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day	
1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day	

September 15, 2010
Job Number: 1012-040
Little Tujunga Canyon Road over Pacoima Creek

Mr. David Singleton
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, California 95814

SUBJECT: Native American Sacred Sites Records Check

Dear Mr. Singleton:

Sapphos Environmental, Inc. hereby requests that a Native American Sacred Sites Records Check be conducted for the proposed Little Tujunga Canyon Road over Pacoima Creek (proposed project), in the County of Los Angeles, California. The proposed project would involve the replacement of the existing A-frame bridge with a single-span concrete bridge and approach work located on the U.S. Geological Survey (USGS) 7.5-minute Sunland topographic quadrangle in Township 3 North, Range 14 West, Section 17 in an unincorporated area surrounded by the Angeles National Forest, County of Los Angeles, California. Sapphos Environmental, Inc. is requesting a records search of the proposed project area in its entirety, to ensure that all impact areas have been addressed.

The study area for the proposed project is located on the USGS 7.5-minute Sunland topographic quadrangle in Township 3 North, Range 14 West, Section 17 (Enclosure 1, *Topographic Map with 7.5-minute Quadrangle Index*).¹ The elevation of the proposed project site is approximately 2,000 feet above mean sea level (MSL). The topography of the site and surrounding area can be characterized as hilly. The proposed project site is located approximately 9 miles north of Interstate 210 (Foothill Freeway), approximately 11 miles northeast of SR-118 (Ronald Reagan Freeway), approximately 13.5 mile northeast of Interstate 5 (Golden State Freeway), and approximately 15 miles northeast of Interstate 405 (San Diego Freeway).

Corporate Office:

430 North Halstead Street
Pasadena, CA 91107
TEL 626.683.3547
FAX 626.683.3548

Regional Office:

1351 4th Street, Suite 227
Santa Monica, CA 90401
TEL 310.260.1520
FAX 310.260.1521

Billing Address:

P.O. Box 655
Sierra Madre, CA 91025

Web site:

www.sapphosenvironmental.com

¹ U.S. Geological Survey. [1965] Photo revised 1981. 7.5-Minute Series, Sunland, California, Topographic Quadrangle. Reston, VA.

Thank you for your assistance. Sapphos Environmental, Inc. looks forward to receiving the results of the Native American Sacred Sites Records Check. If there are questions or concerns, please contact Mr. Chris Purtell via phone or e-mail at cpurtell@sapphosenvironmental.com.

Respectfully Submitted,

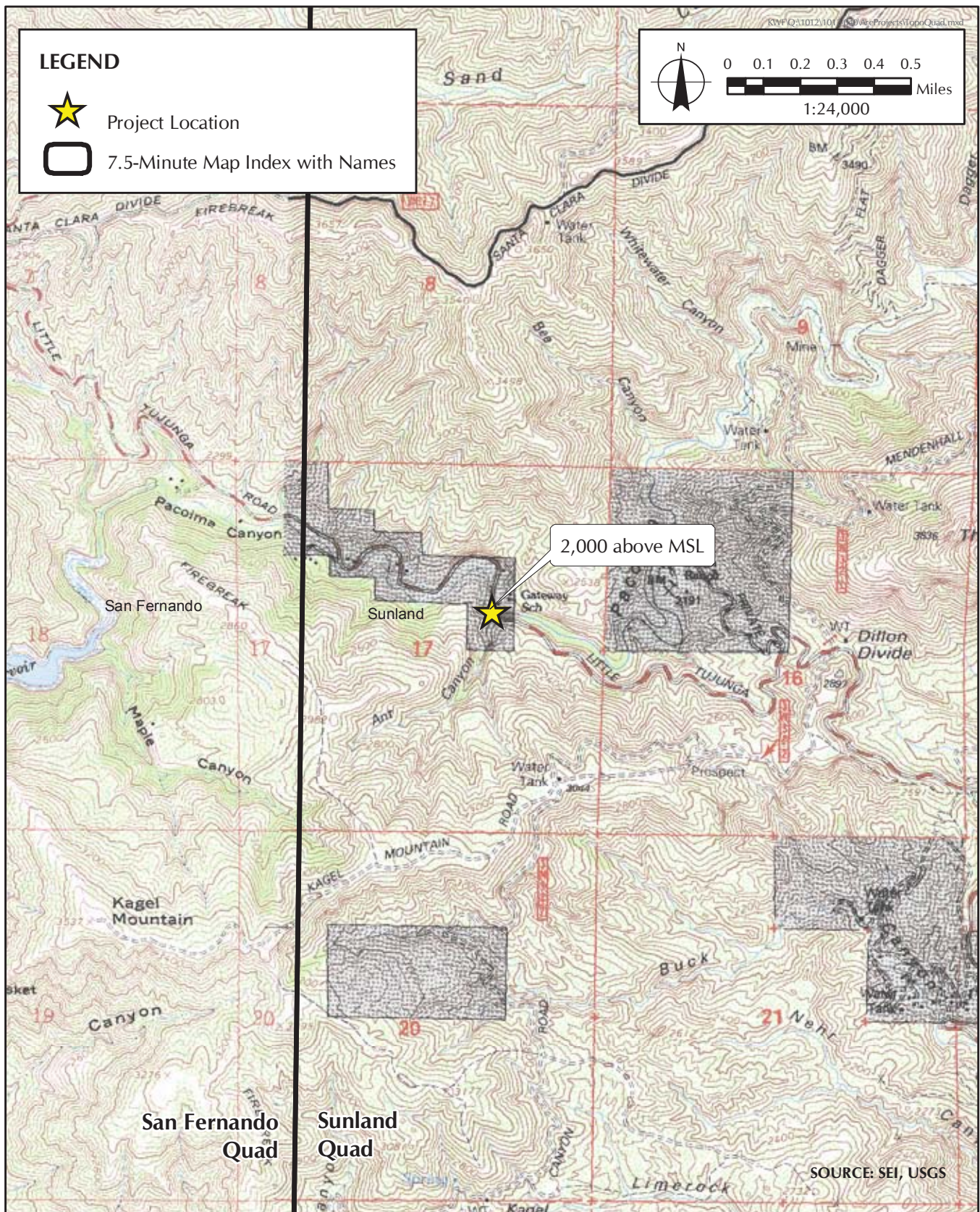
SAPPHOS ENVIRONMENTAL, INC.

A handwritten signature in black ink that reads "C W Purtell". The signature is written in a cursive, flowing style.

Chris Purtell
Cultural Resources Coordinator

LJH/cwp

Enclosure: 1. Topographic Map with 7.5-minute Quadrangle Index



ENCLOSURE 1

Topographic Map with 7.5-minute Quadrangle Index



Gabrieleno Band of Mission
Indians
<gabrielenoindians@yahoo.com>

10/04/2010 09:58 AM

To rthomas@sapphosenvironmental.com

cc

bcc

Subject Little Tujunga

Dear Roberta Thomas,

This email is in response to your letter dated Sept 29, 2010 in regards to the subject project of Little Tujunga Canyon Road. The proposed project is within a highly culturally

sensitive area there was also Big Tujunga close by and Two other known villages in the area, Tujunga is the Gabrieleno Indian village and covered all of what is Tujunga today and in order to protect our resources we're requesting one of our

experienced & certified Native American monitors to be on site during all ground

disturbances. Please see attached letter

Please contact our office regarding this project to coordinate a NA monitor to be present.

CC: NAHC

Sincerely,
Andy Salas
Chairman



Failure to consult with Gabrieleno NA Monitor # 1.docx

Dear Contractor,

Please be advised that your firm has written & requested information from our Tribe and from the NAHC concerning cultural sensitivity on the above subject project. In all cases, when the NAHC states there are “no records of sacred sites” in the subject area; they always refer the contractors back to the Native American Tribes whose tribal territory the project area is in. **This is due to the fact, that the NAHC is only aware of general information on each California NA Tribe they are NOT the “experts” on our Tribe.** Our Elder Committee & Tribal Historians **are the experts** and is the reason why the NAHC will always refer contractors to the local tribes.

Failure to reply, comply or ignore our recommendation of consulting an experienced Native American Monitor from our Tribe, **about known Gabrieleno Tribal “Sensitive” Territories**, which includes and is outlined in the Federal Graves & Repatriation Act, includes but is not limited to;

- Prehistoric and ethnohistoric Native American archaeological sites;
- Historic archaeological sites; sacred sites
- Historic buildings;
- Elements or areas of the natural landscape which have traditional cultural significance.

Therefore , “By not having a Native American Monitor on site”, your company will accept “ALL LIABILITIES TO ANY AND ALL DAMAGES.”

Rectifying the damages may result in monetary compensation, project delays, cease & desist of construction, and replacing/re-routing of the subject project.

By signing below your firm acknowledges and understands the liability risk and further confirms they have waived the need to hire a NA monitor.

Andy Salas, Chairman

Cc: NAHC (Native American Heritage Commision)

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



September 21, 2010

Mr. Chris Purtell

Saphos Environmental, Inc.

430 North Halstead Street
Pasadena, CA 91107

Sent by FAX to: 626-683-3548

No. of Pages: 3

Re: Request for a Sacred Lands File Search and Native American Contacts list for the "Little Tujunga Canyon Road over Pacolma Creek Project" located in the Sunland Area adjacent to the Angeles National Forest; Los Angeles County, California

Dear Mr. Purtell:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources. The NAHC SLF search, did not indicate the presence of Native American cultural resources within one-half mile of the proposed project site (APE). However, there are Native American cultural resources in close proximity to the APE.

Also, this letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect.

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Culturally-affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly recommend that you contact persons on the attached list of Native American contacts to see if there are any updated contacts and to determine if the proposed project may harm a cultural resource.

Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) for pertinent archaeological data within or near the APE, at the Office of Historic Preservation Coordinator's office (at 916-653-7278, for referral to the nearest Information Center of which there are 10.

Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2), the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes.

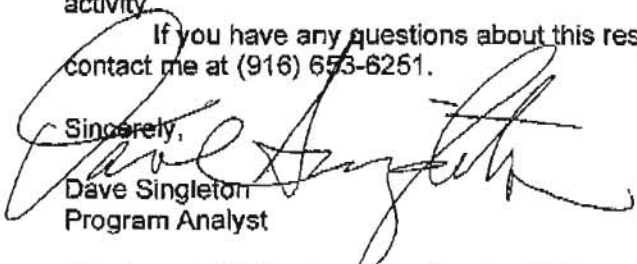
Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects. Also, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15, requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e).

The response to this search for Native American cultural resources is conducted in the NAHC Sacred Lands Inventory, established by the California Legislature (CA Public Resources Code 5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code 6254.10) although Native Americans on the attached contact list may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance" may also be protected under Section 304 of the NHA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibility threatened by proposed project activity.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,


Dave Singleton
Program Analyst

Attachment: Native American Contact List

Native American Contacts
Los Angeles County
September 21, 2010

Charles Cooke
32835 Santiago Road
Acton, CA 93510
suscol@intox.net

(661) 733-1812 - cell
suscol@intox.net

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm.
Los Angeles, CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Gabrielino Tongva
tattnlaw@gmail.com
310-570-6567

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838
Newhall, CA 91322
tsen2u@hotmail.com
(661) 753-9833 Office
(760) 885-0955 Cell
(760) 949-1604 Fax

Chumash
Fernandeno
Tataviam
Kitanemuk

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693
San Gabriel, CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908
Los Angeles, CA 90086
samdunlap@earthlink.net

(909) 262-9351 - cell

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East #1500 Gabrielino
Los Angeles, CA 90067
(310) 428-7720 - cell
(310) 587-2281

Shoshoneon Gabrieleno Band of Mission Indians
Andy Salas, Chairperson
PO Box 393
Covina, CA 91723
(626) 926-4111
gabirelenoindians@yahoo.com
213) 688-0181 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal NAGPRA. And 36 CFR Part 800.

This list is only applicable for contacting local Native Americans for consultation purposes with regard to cultural resources impact by the proposed Little Tujunga Canyon Road over Pacolma Creek Project; located in the the Sunland area adjacent to the Angeles National Forest; Los Angeles County, California for which a Sacred Lands File search and Native American Contacts list were requested.

APPENDIX C RESPONSE TO COMMENTS

Presented below are responses to the comments submitted during the public review period for the Draft Initial Study / Mitigated Negative Declaration regarding the proposed Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (proposed project). The Los Angeles County Department of Public Works (LACO-DPW) has responded to all comments pursuant to the State California Environmental Quality Act (CEQA) Guidelines. A copy of each comment letter is provided before the LACO-DPW's respective responses.



Erroy D. Baca, Sheriff

County of Los Angeles
Sheriff's Department Headquarters

*4700 Ramona Boulevard
Monterey Park, California 91754-2169*



December 23, 2011

John Walker, Assistant Deputy Director
Department of Public Works
Programs Development Division
900 South Fremont Avenue
Alhambra, California 91803

Attention: Ms. Janea Russell

Dear Mr. Walker:

**REVIEW COMMENTS
NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
LITTLE TUJUNGA CANYON ROAD OVER PACOIMA CREEK BRIDGE
REPLACEMENT PROJECT (SCH NO. 2011121016)**

The Los Angeles County Sheriff's Department (Department) submits the following review comments on the Final Initial Study/Mitigated Negative Declaration (IS/MND), dated December 5, 2011, for the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project (Project). The proposed Project demolishes the existing bridge structure on Little Tujunga Road at Pacoima Creek and constructs a replacement bridge at the same site. The proposed Project site is located within unincorporated Los Angeles County territory, approximately nine miles north of State Route 210 (Foothill Freeway) from the Osborne Street exit.

The MND for the proposed Project was reviewed by the Department's Crescenta Valley Station (see attached correspondence, dated December 19, 2011, from Captain David M. Silversparre).

In summary, the proposed Project is not expected to significantly impact the Department's operations or resources. However, emergency access for Department personnel, vehicles, and equipment must be maintained through the Project site during all phases of construction activities.

1-1

The Department has no other comments to submit at this time, but reserves the right to further address this matter in subsequent reviews of the proposed Project.

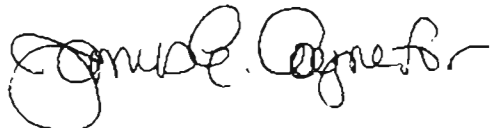
1-2

A Tradition of Service Since 1850

Thank you for including the Department in the environmental review process for the proposed Project. Should you have any questions of the Department regarding this matter, please contact Lester Miyoshi, of my staff, at (626) 300-3012 and refer to Facilities Planning Bureau Tracking Number 11-070. You may also contact Mr. Miyoshi, via e-mail, at Lhmiyosh@lasd.org.

Sincerely,

LEROY D. BACA, SHERIFF

A handwritten signature in black ink, appearing to read "Gary T. K. Tse". The signature is fluid and cursive, with a large initial "G" and "T".

Gary T. K. Tse, Director
Facilities Planning Bureau

COUNTY OF LOS ANGELES

SHERIFF'S DEPARTMENT

A Tradition of Service

DATE: December 19, 2011
FILE NO.

OFFICE CORRESPONDENCE

FROM:

David M. Sliversparre
DAVID M. SLIVERSPARRE,
CAPTAIN CRESCENTA
VALLEY STATION

TO: GARY TSE, DIRECTOR
FACILITIES PLANNING
DIRECTOR

SUBJECT: PACOIMA CREEK BRIDGE

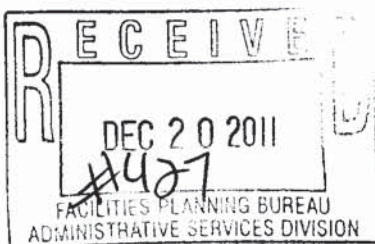
The location, Pacoima Creek Bridge is located within the jurisdiction of the Los Angeles County Sheriff's Department. The Los Angeles County Sheriff's Department, Crescenta Valley Station, currently provides general law enforcement service to the area.

This project should have very little, if any, impact for the Sheriff's Department in regards to public safety issues or the delivery of general law enforcement service to the area as long as one lane of travel is available at all times to facilitate emergency access.

1-3

Thank you for the opportunity to comment on the Mitigated Negative Declaration Report and the opportunity it afforded me in assessing the level of law enforcement service provided by the staff of the Crescenta Valley Station.

DMS:LAB:lb



on file
cc @ file

**Los Angeles County Sheriff's Department
4700 Ramona Boulevard
Monterey Park, California 91754-2169**

Comment No. Response

- 1-1 Thank you for your comments. Page 3.8-4 of the Draft Initial Study / Mitigated Negative Declaration states under response (g), "the proposed project entails replacement of a bridge, and would be consistent with the Safety element of the Los Angeles County General Plan. During construction of the proposed project, one lane of the bridge would be maintained for pass-through traffic and emergency access vehicles." The proposed project will maintain adequate emergency access for Los Angeles County Sheriff's Department (LACSD) personnel, vehicles, and equipment through the proposed project site during all phases of construction activities.
- 1-2 This comment states that the LACSD has no further comments.
- 1-3 The first paragraph of Page 1-4 of the Draft Initial Study / Mitigated Negative Declaration states, "the use of the I-girders would allow the bridge to be staged during construction to maintain one lane open to traffic." The proposed project would maintain one lane of traffic open during construction, and as a result, as stated in the LACSD's comment letter, the proposed project would be expected to have very little, if any, impact to the LACSD with regard to public safety issues or the provision of general law enforcement services to the proposed project area.

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
ds_nahc@pacbell.net



December 7, 2011

Ms. Janea Russell, Project Planner

County of Los Angeles Department of Public Works

900 S. Fremont Avenue
Alhambra, CA 91803

Re: SCH#2011121016; CEQA Notice of Completion; proposed Mitigated Negative Declaration for the "Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project" located 9 miles north of the Interstate 210 adjacent to the Angeles National Forest; Los Angeles County, California

Dear Ms. Russell:

The Native American Heritage Commission (NAHC) is the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources pursuant to California Public Resources Code §21070 and affirmed by the Third Appellate Court in the case of EPIC v. Johnson (1985: 170 Cal App. 3rd 604). The court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources, impacted by proposed projects including archaeological, places of religious significance to Native Americans and burial sites. The NAHC wishes to comment on the proposed project.

This letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE)', and if so, to mitigate that effect.

The NAHC Sacred Lands File (SLF) search resulted as follows: **Native American cultural resources were not identified** within the project area identified (e.g. 'area of potential effect' or APE). Also, the absence of archaeological resources does not preclude their existence. . California Public Resources Code §§5097.94 (a) and 5097.96 authorize the NAHC to establish a Sacred Land Inventory to record Native American sacred sites and burial sites. These records are exempt from the provisions of the California Public Records Act pursuant to California Government Code §6254 (r). The purpose of this code is to protect such sites from vandalism, theft and destruction. The NAHC "Sacred Sites," as defined by the Native American

Heritage Commission and the California Legislature in California Public Resources Code §§5097.94(a) and 5097.96. Items in the NAHC Sacred Lands Inventory are confidential and exempt from the Public Records Act pursuant to California Government Code §6254 (r).

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries of cultural resources or burial sites once a project is underway. Culturally affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly urge that you make contact with the list of Native American Contacts on the list of Native American contacts, to see if your proposed project might impact Native American cultural resources and to obtain their recommendations concerning the proposed project. Special reference is made to the *Tribal Consultation* requirements of the California 2006 Senate Bill 1059: enabling legislation to the federal Energy Policy Act of 2005 (P.L. 109-58), mandates consultation with Native American tribes (both federally recognized and non federally recognized) where electrically transmission lines are proposed. This is codified in the California Public Resources Code, Chapter 4.3 and §25330 to Division 15.

2-2

Furthermore, pursuant to CA Public Resources Code § 5097.95, the NAHC requests that the Native American consulting parties be provided pertinent project information. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e). Pursuant to CA Public Resources Code §5097.95, the NAHC requests that pertinent project information be provided consulting tribal parties. The NAHC recommends *avoidance* as defined by CEQA Guidelines §15370(a) to pursuing a project that would damage or destroy Native American cultural resources and Section 2183.2 that requires documentation, data recovery of cultural resources.

2-3

Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2) & .5, the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes. Also, federal Executive Orders Nos. 11593 (preservation of cultural environment), 13175 (coordination & consultation) and 13007 (Sacred Sites) are helpful, supportive guides for Section 106 consultation. The aforementioned Secretary of the Interior's *Standards* include recommendations for all 'lead agencies' to consider the historic context of proposed projects and to "research" the cultural landscape that might include the 'area of potential effect.'

2-4

Confidentiality of "historic properties of religious and cultural significance" should also be considered as protected by California Government Code §6254(r) and may also be protected under Section 304 of the NHPA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APEs and possibility threatened by proposed project activity.

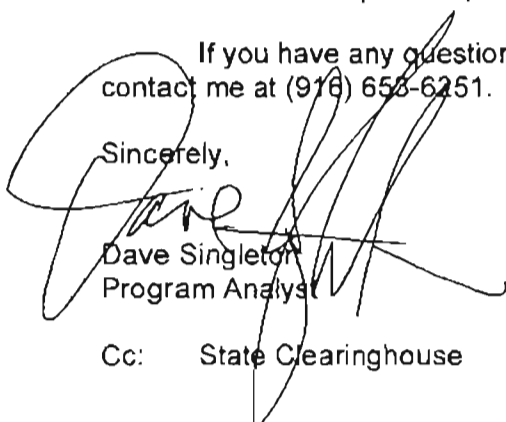
Furthermore, Public Resources Code Section 5097.98, California Government Code §27491 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

2-5

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 658-6251.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: Native American Contact List

California Native American Contacts

Los Angeles County

December 7, 2011

Charles Cooke
32835 Santiago Road
Acton , CA 93510
suscol@intox.net

(661) 733-1812 - cell
suscol@intox.net

LA City/County Native American Indian Comm
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San Fernando Band of Mission Indians
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Chumash
Fernandeno
Tataviam
Kitanemuk

Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

Chumash
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Tataviam
Shoshone Paiute
Yaqui

San Manuel Band of Mission Indians
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(909) 862-5152 Fax

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
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Gabrielino-Tongva Tribe
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Gabrielino-Tongva Tribe
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760-904-6533-home

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2011121018; CEQA Notice of Completion; proposed Mitigated negative Declaration for the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project; locate nine miles north of Interstate 210 (Foothill Freeway), adjacent to Angeles National Forest in the

California Native American Contacts

Los Angeles County

December 7, 2011

Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
P.O. Box 393 Gabirelino
Covina , CA 91723
(626) 926-4131
gabrielenoindians@yahoo.
com

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2011121016; CEQA Notice of Completion; proposed Mitigated negative Declaration for the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project; locate nine miles north of Interstate 210 (Foothill Freeway), adjacent to Angeles National Forest in the

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

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September 21, 2010

Mr. Chris Purtell

Saphos Environmental, Inc.

430 North Halstead Street
Pasadena, CA 91107

Sent by FAX to: 626-683-3548

No. of Pages: 3

Re: Request for a Sacred Lands File Search and Native American Contacts list for the "Little Tujunga Canyon Road over Pacolma Creek Project" located in the Sunland Area adjacent to the Angeles National Forest; Los Angeles County, California

Dear Mr. Purtell:

The Native American Heritage Commission (NAHC), the State of California 'Trustee Agency' for the protection and preservation of Native American cultural resources. The NAHC SLF search, did not indicate the presence of Native American cultural resources within one-half mile of the proposed project site (APE). However, there are Native American cultural resources in close proximity to the APE.

Also, this letter includes state and federal statutes relating to Native American historic properties of religious and cultural significance to American Indian tribes and interested Native American individuals as 'consulting parties' under both state and federal law. State law also addresses the freedom of Native American Religious Expression in Public Resources Code §5097.9.

The California Environmental Quality Act (CEQA – CA Public Resources Code 21000-21177, amendments effective 3/18/2010) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the CEQA Guidelines defines a significant impact on the environment as 'a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ... objects of historic or aesthetic significance.' In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect.

Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Culturally-affiliated tribes and individuals may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We strongly recommend that you contact persons on the attached list of Native American contacts to see if there are any updated contacts and to determine if the proposed project may harm a cultural resource.

Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) for pertinent archaeological data within or near the APE, at the Office of Historic Preservation Coordinator's office (at 916-653-7278, for referral to the nearest Information Center of which there are 10.

Consultation with tribes and interested Native American consulting parties, on the NAHC list, should be conducted in compliance with the requirements of federal NEPA (42 U.S.C 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 *et seq*), 36 CFR Part 800.3 (f) (2), the President's Council on Environmental Quality (CSQ, 42 U.S.C 4371 *et seq.* and NAGPRA (25 U.S.C. 3001-3013) as appropriate. The 1992 *Secretary of the Interiors Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including cultural landscapes.

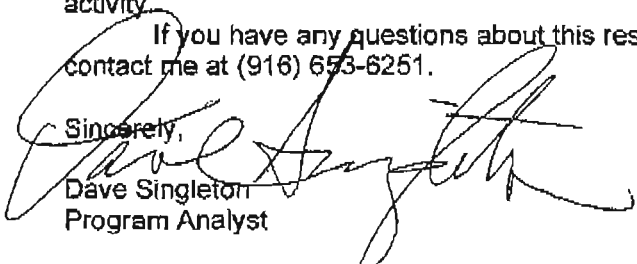
Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery'.

To be effective, consultation on specific projects must be the result of an ongoing relationship between Native American tribes and lead agencies, project proponents and their contractors, in the opinion of the NAHC. Regarding tribal consultation, a relationship built around regular meetings and informal involvement with local tribes will lead to more qualitative consultation tribal input on specific projects. Also, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15, requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC. Consultation with Native American communities is also a matter of environmental justice as defined by California Government Code §65040.12(e).

The response to this search for Native American cultural resources is conducted in the NAHC Sacred Lands Inventory, established by the California Legislature (CA Public Resources Code 5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code 6254.10) although Native Americans on the attached contact list may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance" may also be protected under Section 304 of the NHA or at the Secretary of the Interior discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C., 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibility threatened by proposed project activity.

If you have any questions about this response to your request, please do not hesitate to contact me at (916) 653-6251.

Sincerely,


Dave Singleton
Program Analyst

Attachment: Native American Contact List

Native American Contacts
Los Angeles County
September 21, 2010

Charles Cooke
32835 Santiago Road
Acton, CA 93510
suscol@intox.net

(661) 733-1812 - cell
suscol@intox.net

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Tongva Ancestral Territorial Tribal Nation
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,
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310-570-6567

San Fernando Band of Mission Indians
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Chumash
Fernandeno
Tataviam
Kitanemuk

Gabrieleno/Tongva San Gabriel Band of Mission
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(626) 286-1262 -FAX

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Gabrielino-Tongva Tribe
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(310) 587-2281

Shoshoneon Gabrieleno Band of Mission Indians
Andy Salas, Chairperson
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Covina, CA 91723
(626) 926-4111
gabirelenoindians@yahoo.com
213) 688-0181 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and federal NAGPRA. And 36 CFR Part 800.

This list is only applicable for contacting local Native Americans for consultation purposes with regard to cultural resources impact by the proposed Little Tujunga Canyon Road over Pacolma Creek Project; located in the the Sunland area adjacent to the Angeles National Forest; Los Angeles County, California for which a Sacred Lands File search and Native American Contacts list were requested.



Gabrieleno Band of Mission
Indians
<gabrielenoindians@yahoo.com>

10/04/2010 09:58 AM

To rthomas@sapphosenvironmental.com

cc

bcc

Subject Little Tujunga

Dear Roberta Thomas,

This email is in response to your letter dated Sept 29, 2010 in regards to the subject project of Little Tujunga Canyon Road. The proposed project is within a highly culturally

sensitive area there was also Big Tujunga close by and Two other known villages in the area, Tujunga is the Gabrieleno Indian village and covered all of what is Tujunga today and in order to protect our resources we're requesting one of our

experienced & certified Native American monitors to be on site during all ground

disturbances. Please see attached letter

Please contact our office regarding this project to coordinate a NA monitor to be present.

CC: NAHC

Sincerely,
Andy Salas
Chairman



Failure to consult with Gabrieleno NA Monitor # 1.docx

Dear Contractor,

Please be advised that your firm has written & requested information from our Tribe and from the NAHC concerning cultural sensitivity on the above subject project. In all cases, when the NAHC states there are “no records of sacred sites” in the subject area; they always refer the contractors back to the Native American Tribes whose tribal territory the project area is in. **This is due to the fact, that the NAHC is only aware of general information on each California NA Tribe they are NOT the “experts” on our Tribe.** Our Elder Committee & Tribal Historians **are the experts** and is the reason why the NAHC will always refer contractors to the local tribes.

Failure to reply, comply or ignore our recommendation of consulting an experienced Native American Monitor from our Tribe, **about known Gabrieleno Tribal “Sensitive” Territories**, which includes and is outlined in the Federal Graves & Repatriation Act, includes but is not limited to;

- Prehistoric and ethnohistoric Native American archaeological sites;
- Historic archaeological sites; sacred sites
- Historic buildings;
- Elements or areas of the natural landscape which have traditional cultural significance.

Therefore , “By not having a Native American Monitor on site”, your company will accept “ALL LIABILITIES TO ANY AND ALL DAMAGES.”

Rectifying the damages may result in monetary compensation, project delays, cease & desist of construction, and replacing/re-routing of the subject project.

By signing below your firm acknowledges and understands the liability risk and further confirms they have waived the need to hire a NA monitor.

Andy Salas, Chairman

Cc: NAHC (Native American Heritage Commision)

**Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, California 95814**

Comment No. Response

- 2-1 Thank you for your comments. The Draft Initial Study / Mitigated Negative Declaration included a thorough analysis of this issue. Page 3.5-2 of the Draft Initial Study / Mitigated Negative Declaration states under response (b), "Coordination undertaken with the NAHC did not identify the presence of known Native American sacred sites within the project vicinity (Appendix B, Cultural Resources Coordination). According to the NAHC, no Native American cultural resources have been recorded in the Sacred Lands File on or within 0.5 mile of the proposed project site." The finding in the document is consistent with comment 2-1.
- 2-2 The Draft Initial Study / Mitigated Negative Declaration included an outreach effort to the Native American Heritage Commission (see Appendix B, *Cultural Resources Coordination*, of the final Initial Study / Mitigated Negative Declaration). Pages 3.5-2 and 3.5-3 of the Draft Initial Study / Mitigated Negative Declaration state under response (b), "Coordination undertaken with the NAHC did not identify the presence of known Native American sacred sites within the project vicinity (Appendix B, *Cultural Resources Coordination*)... However, upon the recommendation of the NAHC, further information was requested from eight tribal contacts. To date, one reply has been received." The one reply is attached to this document. The following sentence will be added to Section 3.5, *Cultural Resources*, of the Final Initial Study / Mitigated Negative Declaration: "The letter received did not provide data or concern about the development of the site, with regard to historic resources." All Native American contacts provided by the Native American Heritage Commission were contacted regarding the proposed project.
- 2-3 All Native American contacts provided by the Native American Heritage Commission were provided pertinent information regarding the proposed project. Information and correspondence can be found in Appendix B of the Final Initial Study / Mitigated Negative Declaration.
- 2-4 The Draft Initial Study / Mitigated Negative Declaration analyzed the historical background, including the landscape, of the proposed project site. Information and correspondence regarding the historical context and cultural landscape of the proposed project can be found in Appendix B of the Final Initial Study / Mitigated Negative Declaration.
- 2-5 Page 3.5-3 of the Draft Initial Study / Mitigated Negative Declaration states under response (d), "The proposed project would not be expected to directly or indirectly disturb human remains, including those interred outside of formal cemeteries; however, should there be an unexpected discovery of human remains during construction, implementation of mitigation measure Cultural-1 would reduce impacts to below the level of significance." As demonstrated, the proposed project includes provisions for accidental discovery of human remains.



County of Los Angeles Department of Public Works

Mitigation Monitoring and Reporting Program

Little Tujunga Canyon Road Over Pacoima Creek Bridge Replacement Project
SCH: 2011121016

Prepared by:
Los Angeles County Department of Public Works
900 South Fremont Avenue
Alhambra, California 9180

Table of Contents

Introduction	3
CEQA Requirements.....	3
Mitigation Monitoring and Reporting Responsibility	3
Program Objectives.....	3
Project Description Summary	3
Organization of the MMRP	5
Section 1 – Design Phase	6
Noise	6
Mitigation Measure Noise-1	6
Section 2 – Pre-Construction Phase.....	7
Biological Resources	7
Mitigation Measure Bio-1	7
Mitigation Measure Bio-2	8
Mitigation Measure Bio-3	9
Mitigation Measure Bio-4	10
Section 3 – Construction Phase	11
Biological Resources	11
Mitigation Measure Bio-1	11
Cultural Resources	12
Mitigation Measure Cultural-1	12

Introduction

CEQA Requirements

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to ensure implementation of the mitigation measures outlined in the Final Mitigated Negative Declaration (MND) (State Clearinghouse No. 2011121016) for the Little Tujunga Canyon Road over Pacoima Creek Bridge Replacement Project. The MMRP has been prepared by the County of Los Angeles Department of Public Works (County), the lead agency for the Little Tujunga project under the California Environmental Quality Act (CEQA), in conformance with Public Resources Code Section 21081.6 and CEQA Guidelines Section 15097.

Mitigation Monitoring and Reporting Responsibility

The County will coordinate monitoring of the implementation of all mitigation measures for the project. Monitoring will include:

- Verification that each mitigation measure has been implemented;
- Recordation of the actions taken to implement each mitigation measure; and
- Retention of records in the project file.

Program Objectives

The objectives of the MMRP for the proposed project include the following;

- To provide assurance and documentation that mitigation measures are implemented as planned;
- To collect analytical data to assist County administration in its determination of the effectiveness of the adopted mitigation measures;
- To report periodically regarding project compliance with mitigation measures, performance standards and/or other conditions; and
- To make available to the public, upon request, the County record of compliance with project mitigation measures.

Project Description Summary

The County of Los Angeles Department of Public Works is proposing to replace the existing timber A-frame bridge located at Little Tujunga Canyon Road over Pacoima Creek within the Angeles National Forest. The project site can be found on the United States Geological Survey 7.5-minute Sunland topographic quadrangle in Township 3 North, Range 14 West, Section 17. The proposed project consists of replacing the existing A-frame bridge with a single-span concrete bridge and approach work.

The new bridge will be a single-span precast prestressed concrete I-girder structure spanning 65 feet across Pacoima Creek. The bridge will be supported on a cast-in-steel-shell pile foundation. The bridge will have a total width of 35 feet and 6 inches. The proposed new bridge will have wingwalls at all corners of the bridge. Caltrans' Type 25 concrete barrier with tubular handrail will be placed on both sides of the bridge.

The finished surface of the bridge deck is expected to be a maximum of 10 inches higher than the existing bridge deck in order to improve the existing grade of the road as well as provide additional clearance underneath the new bridge structure for flow capacity. In order to meet current design standards, the clear travel width at the bridge will be widened to 32 feet. The bridge approach will vary from the existing 22 foot roadway to the new bridge width of 32 feet.

The total length of improvements, including the bridge and approach work, is 240 feet along Little Tujunga Canyon Road. All permanent improvements will be located within existing road right-of-way; however, temporary easements will be required during construction. Total impacted area is approximately 18,630 square-feet; from which approximately 4,630 square-feet are temporary impacts outside the road right-of-way. Within the impact area, approximately 5,430 square-feet is existing asphalt road surface, 1,290 square-feet is graded shoulder, 6,300 square-feet is natural creek bed, with the remaining 5,800 square-feet being vegetated slopes. It is anticipated that there will be additional impact areas outside of the project limits due to the traffic control measures for the detour, and the staging areas for the construction. However, these impact areas will be limited to the existing asphalt surface of the roadway.

It is estimated that the construction of the abutments and wingwalls will require the excavation of 1,750 cubic-yards of soil. Upon completion of the work, approximately 1,150 cubic-yards of soil will be placed as fill around the abutments and wingwalls. The remaining 600 cubic-yards of material will be removed from the project site.

Due to limited access in this area, stage construction will be required to keep the bridge open in the event of an emergency. For stage one removal, one half of the existing bridge will be removed, while the other half will be open for one-way traffic. Temporary bridge supports will be required to shore the remaining half of the existing bridge. The temporary bridge supports will consist of timber or steel columns on a footing that is placed in the creek bed. A cofferdam/debris barrier consisting of k-rail and sandbags will be placed in the creek bed around the temporary bridge support to divert any flow and debris. To construct the new bridge footings and wingwalls, shoring will be required to support open cut excavation. At the north end of the bridge, the shoring will be placed closer to the existing abutment so that construction activities will not block access to the existing driveway located immediately north of the bridge.

To avoid long detours for local residents, it is anticipated that the bridge will be opened to traffic during the construction, through only a single lane will be available for use. Traffic

control measures will be in place during the course of the construction. The residents will be advised of any planned road closures and an alternative route will be available during construction.

The proposed project will require the removal of three trees. There are also two oak trees, which are in close proximity to the limits of the grading work. However, the protected zone of the oak trees will be delineated using Environmentally Sensitive Area fencing to avoid adverse impacts. After construction, the creek will be restored and cobble stones would be placed in the creek and along the banks to protect against scour.

Organization of the MMRP

This MMRP presents the mitigation measures by project phase (design, pre-construction, or post-construction). For each mitigation the party responsible for implementing the measure, the agency responsible for monitoring, and the monitoring method are identified. A line for documentation of compliance is also provided.

Section 1 – Design Phase

Noise

Mitigation Measure Noise-1

The County of Los Angeles shall require that the plans and specifications require that construction equipment be equipped with state-of-the-art noise-muffling devices. All vehicles and compressors shall utilize exhaust mufflers. Implementation of mitigation measure Noise-1 would be expected to reduce impacts to noise to below the level of significance.

Impact:	Construction Impact on noise level
Party Responsible for Implementation :	Public Works
Agency Responsible for Monitoring:	Public Works
Monitoring Method:	Review plans and specifications for requirement on construction equipment
Documentation of Compliance:	Date: _____ Initial: _____

Section 2 – Pre-Construction Phase

Biological Resources

Mitigation Measure Bio-1

If project activities begin during the core nesting period (March 1 through September 15), a qualified biologist shall perform a preconstruction breeding/nesting bird survey. The survey shall be completed at least 7 days prior to project activities.

Impact:	Implementation of Bio-1 is expected to reduce impacts to nesting birds protected by the Migratory Bird Treaty Act
Party Responsible for Implementation :	Public Works
Agency Responsible for Monitoring:	Public Works
Monitoring Method:	<p>If avoidance of breeding/nesting season is the selected mitigation measure, review project plans and specifications.</p> <p>If construction must occur during the breeding/nesting season, review pre-construction survey reports. Submit report to CDFG.</p>
Documentation of Compliance:	Date: _____ Initial: _____

Mitigation Measure Bio-2

A pre-construction bat survey shall be conducted prior to project activities and shall include nighttime surveys. The survey shall be conducted at least 7 days prior to the start of project activities. If bats are found to be using the bridge as a roosting site, construction shall be suspended until bat exclusionary devices are installed.

Impact:	Implementation of Bio-3 is expected to reduce impacts to potential roosting bats.
Party Responsible for Implementation :	Public Works
Agency Responsible for Monitoring:	Public Works
Monitoring Method:	Review pre-construction survey reports. If no bats are found to be using the site as a roosting site, submit report to CDFG.
Documentation of Compliance:	Date: _____ Initial: _____

Mitigation Measure Bio-3

If it is determined during the pre-construction bat survey that the bridge structure is used as a roost site by bat species, the County of Los Angeles Department of Public Works will confer with the California Department of Fish and Game to identify and implement appropriate, satisfactory mitigation measures.

Impact:	Implementation of Bio-3 is expected to reduce impacts to potential roosting bats.
Party Responsible for Implementation :	Public Works
Agency Responsible for Monitoring:	Public Works
Monitoring Method:	Submit report with recommended mitigation measures, such as exclusionary devices to CDFG for approval.
Documentation of Compliance:	Date: _____ Initial: _____

Mitigation Measure Bio-4

Environmentally Sensitive Areas (ESA) fencing shall be placed around the driplines or trunks of protected oak trees within and adjacent to the limits of disturbance such that no work shall occur within the protected area.

Impact:	Implementation of Bio-4 is expected to reduce impacts to oak trees protected by the County of Los Angeles Oak Tree Ordinance.
Party Responsible for Implementation :	Public Works
Agency Responsible for Monitoring:	Public Works
Monitoring Method:	A qualified biologist/arborist shall delineate the protected zone of the oak trees use ESA fencing. Train construction personal to avoid sensitive areas.
Documentation of Compliance:	Date: _____ Initial: _____

Section 3 – Construction Phase

Biological Resources

Mitigation Measure Bio-1

If it is determined that breeding/nesting birds are located within 200 feet of the limits of disturbance during the pre-construction survey, a buffer shall be flagged around the nest. Any work within 200 feet of this area will require a biologist to monitor the birds and ensure that the construction activities do not negatively impact the birds. If the biologist identifies signs of stress, the biologist will halt activities in the immediate area until the birds resume their normal behavior or until the nest has been determined to no longer be active.

Impact:	Implementation of Bio-1 is expected to reduce impacts to nesting birds protected by the Migratory Bird Treaty Act
Party Responsible for Implementation :	Public Works
Agency Responsible for Monitoring:	Public Works
Monitoring Method:	A qualified biologist shall flag areas around active nest and monitor construction activities. Submit monitoring reports to CDFG.
Documentation of Compliance:	Date: _____ Initial: _____

Cultural Resources

Mitigation Measure Cultural-1

The County of Los Angeles shall retain a qualified archaeologist to be on-call during ground-disturbing activities and shall retain a qualified Native American monitor to observe all ground-disturbing activities. In the event of an accidental discovery of cultural resources during ground disturbance or construction, the Contractor shall immediately cease excavation in the area of discovery until a qualified archaeologist determines can assess the find and shall not continue until ordered by the engineer. If the qualified archaeologist determines that the artifacts are significant as defined by California Environmental Quality Act, the resources shall be recorded and mitigated in accordance with the State California Environmental Quality Act Guidelines Section 15064.5 (f)(3). Subsequent ground-disturbing activities shall be monitored by the qualified archaeologist and the Native American monitor. The archaeological monitor shall maintain daily monitoring logs that shall be keyed to a location map to indicate the area monitored the date, assigned personnel, and the results of monitoring, including the recovery of archaeological material, sketches of recovered materials, and associated geographic site data. Within 90 days of the completion of the archaeological monitoring, a monitoring report shall be submitted to the County and the South Central Coastal Information Center at California State University, Fullerton.

Although the discovery of human remains is not anticipated during ground-disturbing activities for the proposed project, a process have been delineated for addressing the unanticipated discovery of human remains:

- Unanticipated Discovery of Human Remains (Public Resources Code 5097). The Los Angeles County Coroner shall be notified within 24 hours of the discovery of human remains. Upon discovery of human remains, there shall be no further excavation or disturbance of the site or any of that area reasonably suspected to overlie adjacent human remains until the following conditions are met:
 - The Los Angeles County Coroner has determined that no investigation of the cause of death is required, and
 - Whenever the Native American Heritage Commissions receives notification of a discovery of Native American human remains from the Los Angeles County Coroner pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. If the remains are of Native American origin, the descendants from the deceased Native Americans shall complete their inspection and make recommendations or preferences in writing to the landowner or the person responsible for the excavation work, for treatment or disposition of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

Impact:	Implementation of Cultural-1 is expected to reduce impacts to cultural resources to below the level of significance.
Party Responsible for Implementation :	Public Works
Agency Responsible for Monitoring:	Public Works
Monitoring Method:	Construction monitoring by a qualified Native American monitor. Retain a qualified archaeologist to be on-call during ground disturbing activities.
Documentation of Compliance:	Date: _____ Initial: _____